

TEXAS STATE DEPARTMENT OF HEALTH
BUREAU OF VITAL STATISTICS
Standard Certificate of Birth

(1) PLACE OF BIRTH

County of Donley District No. _____ Register No. _____

City Clarendon

No. _____ St. _____

(2) FULL NAME OF CHILD Willie Lee Ham

If child is not yet named, make supplemental report, as directed.

(3) Sex of child

(4) Twin, triplet, or other

(5) Number in order of birth

(6) Legitimate
(Yes or No)

(7) Date of Birth

Female

Yes

Nov. 19

(Day)

19 31
(Year)

(To be answered in event of plural births)

FATHER

(8) Full Name Herbert R Ham

(9) Residence

Post Office Address Clarendon, Texas

(10) Color white

(11) Age at last birthday

28
(Years)

(12) Birthplace

Comanche Co, Texas

(13) Occupation

Laborer

(20) Number of children

born to this mother, including present birth

2

MOTHER

(14) Full Maiden Name Lily Wood

(15) Residence

Post Office Address Clarendon, Texas

(16) Color white

(17) Age at last birthday

21
(Years)

(18) Birthplace

Clarendon, Texas

(19) Occupation

Housewife

(21) Number of children of this mother now living

2

(22) CERTIFICATE OF ATTENDING PHYSICIAN OR MIDWIFE*

I hereby certify that I attended the birth of this child, who was born alive at 10.40 A-M. on the date stated above.

~~EXHIBIT~~

{ *When there was no attending physician or midwife, then the father, householder, etc., should make this return. A stillborn child is one that neither breathes nor shows other evidence of life after birth.

(Signature) Mark L. Stricklin M.D.
(Physician or Midwife)

Give name added from a supplemental

Address Clarendon, Texas

report

19

(23) Filed November 25, 1931 Mrs. Bessie Smith
Registrar,

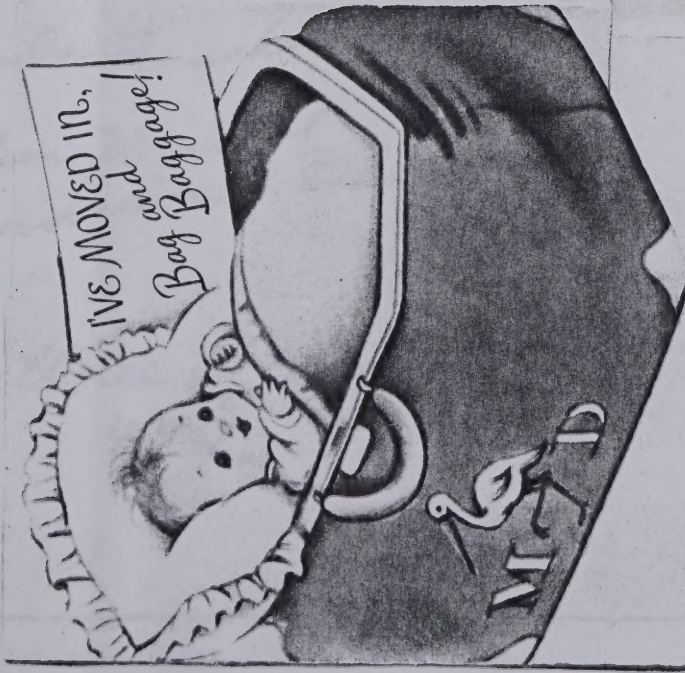
Registrar.

(24) Were prophylactic precautions taken at time of birth to prevent ophthalmia neonatorum? Yes _____ No _____

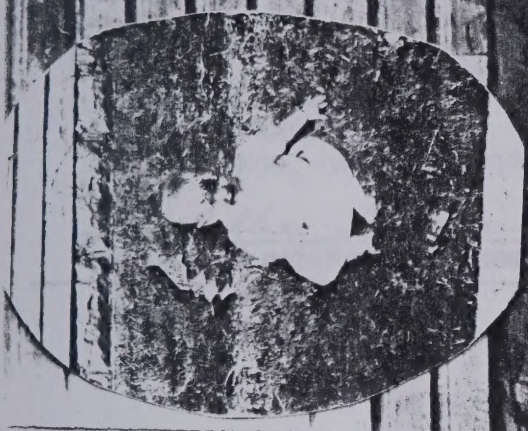
A TRUE COPY I HEREBY CERTIFY UNDER MY HAND AND SEAL OF OFFICE THIS THE 3RD DAY OF DECEMBER, 1936.

P. C. Messer, County Clerk
Donley County, Texas

BY: Armeda Brady Deputy



I've moved in,
 bag and baggage,
 And I think I'm going to stay,
 Because, from where I'm sitting,
 The scenery's okay!



My name is Willie Lee Horn
 I arrived Thurs. Nov. 19-1931
at 9-40 a.m.
 My parents are Herbert & Lillie Horn
weight - 6 lbs.
Clarendon, Texas

570-40-1312

[SOCIAL SECURITY ACCOUNT NUMBER]

Willie L. Salisbury

SIGNATURE *Willie L. Salisbury*
FOR SOCIAL SECURITY PURPOSES • NOT FOR IDENTIFICATION

570-40-1312

[SOCIAL SECURITY ACCOUNT NUMBER]

WILLIE L. BROWN
12520 PARISH RD.
SAN DIEGO, CALIF. 92128

SIGNATURE *Willie L. Brown*
FOR SOCIAL SECURITY AND TAX PURPOSES—NOT FOR IDENTIFICATION

6700 Social Security

SOCIAL SECURITY	
ACCOUNT	NUMBER
570-40-1312	
HAS BEEN ESTABLISHED FOR	
WILLIE L. BROWN	
SIGNATURE <i>Willie L. Brown</i>	
FOR SOCIAL SECURITY AND TAX PURPOSES—NOT FOR IDENTIFICATION	

Willie Lee Brown

2520 Northgate Rd.

Colorado Springs, Colorado 80921

(719) 495-2947 - El Paso County

Donely County

Born - 19 November 1931 - Clarendon, Texas

Married - 11 August 1973 - San Diego, California

San Diego County

Hula Teacher

Lillian Vincent
Honolulu, Hawaii

Willie Lee on Vista Grande

447-2257



Clarendon, Old and New

By HOBART EBEL STOCKING

Recognize the map? It is Clarendon in 1882, ninety-nine years ago. The map is a reduction to scale one-inch equals 400 feet from the original twice as large, surveyed that year by James H. Parks, first elected County Surveyor.

Do you recall the tiny cemetery on the hillslope north of the bridge over Salt Fork? The original Carrolton, Clarendon, Saint's Roost, was about half-a-mile west, north of Salt Fork, at the mouth of Carrol Creek. Likely it was not the best location for a settlement as the town was on the flats adjacent to the stream and it was subject to flooding. Topography rose north from the stream to "Eagle Hill" in "Courthouse Block".

Scale of the reduction is too small to allow representation of townlots and owner-names. Buildings are indicated at appropriate spots. Following is a list of Block, by number, bearing owner-names of townlots. As the original map is not everywhere a clear print, likely here and there initials have been read in error, as even some of the names.

B-11 Cornell College. Cornell University in Ithaca, N.Y. state they never owned property in the Texas Panhandle. They suggest it might have been Cornell College, Mt. Vernon, Iowa (of whom enquiry has been made.) There were several mid-westerners among the early settlers of Clarendon and the percent of college people was high for a frontier community.

B-12 B.H. White. He was born in New York, May 18, 1837, and came southwest in 1878, year of founding of Clarendon. Brother-in-law of L.H. Carhart, promoter of the settlement, at organization of Donley County in 1882, B.H. White was the first elected County Clerk. In the next election he was designated County Judge, an office he held until his death March 17, 1902.

His livelihood in Clarendon, Old and New, was partnership with Morris Rosenfield in a mercantile store. Clarendon is indebted to Mr. White as to very few others in 1898, in New Clarendon, he gave to West Texas Methodist Conference ten acres for site of a junior College, now in its eighty-second year.

B-13 L.G. Huntley

B-14, B.H. White

B-15 A.R. Carhart, relative of the land-promoter

B-16 George Lambert; R.W. McLallen (?).

B-17. D. Forest. The building was a stable. In those days, every settlement

Con't page 42

Con't frm p. 41 Clarendon Old and New

had a "wagon-yard", a horse-motel of a sort. Travelers, for a fee, unhitched teams within an enclosure, fed and watered the tired animals and left them in hands capable of their care. Frequently the traveler slept in his wagon parked in the wagon-yard.

B-18. J.B. Burdick (bldg)

B-22. S.P. Reed (bldg); George J. Osborn (bldg.); George W. Bradford (bldg.); S.A. Bull (bldg).

B-23. E.P. ?; James Toley (bldg); F.C. Moore; G.T. (?) Osborn; J.J. McClelland; W.D. Kimball. At organization of Donley County in 1882, W.D. Kimball was elected first County Treasurer.

In the middle of the street just south of Courthouse Block was a building belonging to G.A. Brown, obviously an independent soul. Brown was first elected Judge of Donley County.

B-24. James Totey; H.S. Kimball; G. Jackson; D.W. Van Horn.

B-26. E. Baldwin; W.E. Stevens.

B-32. D.W. Van Horn; Jackson Fleming; C.H. Carhart; Methodist Church.

B-33. F.G. Copeland; H. (?) Jolbut (?); E. Wallace; M. Teeter (bldg). James W. Parks. Parks was the first elected County Surveyor and he constructed the map in the year of his election. His wife, Vashti Wallace Parks, was a cousin of General Lew Wallace, author of "Ben Hur" and an early Governor of New Mexico, serving in the time of the Lincoln County War and the outlawery of Billy the Kid.

B-34. J. Thomas; T.C. Reed; E.R. Morse; J.B. More.

B-39. B.H. White (bldg.); E.R. Morse; (?) ; E. Freeman; W.D. Kimball.

B-40 J.F. Kemper; James Otey. Otey was the first Assessor and Tax Collector of the newly organized Donley County.

B-41. A. Austin; Thomas Haddon; James T. Rice; J.G. Took; W.T. Wilson.

B-48. C.H. Kimball; J.W. Carhart; relative of the town promoter. There is a "Winfield" Avenue in Old Clarendon and also a Carhart Avenue. Likely the "W" here stands for "Winfield".

B-49. S.R. Millhouse; J.S. Pears) E. Wadsworth; N (G?) Luke; H.G. Holt; J.H. Combs. Combs was a one-time elected County Clerk.

B-52. (?) Lane;

B-53. J. Freeman; H. Freeman.

Northeast of Carroll Creek: Triangular block, W. Widney; rectangular block, James Morrison; Remaining block, Ed Burlington.

Clarendon owes its origin to the energy and enterprise of L.H. Carhart, a New Yorker by birth. He was a minister of the Northern Methodist Church and in one of the customary parish transfers, came south to Dallas, then to Sherman, Texas. It was there he heard of the bargain in land to the north: a section, 640

acres, for \$100. When duty allowed, Carhart went north to see, accompanied by a brother-in-law, Rev. W.A. Allen and two friends: Dan Siebert and Jean Mosier. What they saw was a limitless expanse of waving grass: pristine, primoidal, thick, high, an herbivorous Eden.

Description of opportunity Carhart sent East to friends and relatives aroused prompt interest. One who heard was Albert Sully, another brother-in-law of resources beyond average. After a time, Carhart made a second trip and on return employed in Austin a firm of surveyors: Gunter and Munson. For their employer they outlined an empire: a strip running north from the JA Ranch (in operation then) to McClelland Creek, and in width from about nine miles west of present Clarendon, eastward to where Lelia Lake sleeps: 343 sections, \$34,300; 219,520 acres at \$0.64 each, about sixteen miles wide by twenty-one long. It was a career for Carhart for he spent many years marketing piecemeal the empire.

Part of the career was townsite promotion. Nothing is known of the manner of choice of a site for Clarendon (obviously it was not farm-land) but he had the help, of two brother-in-laws: B.H. White and W.A. Allen. Located in 1878, two years after the Battle of Adobe Walls, last attempt of owners of the land to repel white invaders, original name of the new town was Carrollton, after Carhart's sister, Carroll, wife of B.H. White. The creek was similarly named. Not much later, after reorganization of finances of the venture of British and American capital, the town-to-be was renamed Clarendon, after Carharts own wife, Clara. The Company, Clarendon Land and Investment Company, was similarly named.

Very few years later, the settlement was to have a third name, one provided by the rougher element. Carhart, onetime minister, refused to sell a town-lot to anyone planning a saloon. Resident in the town were five retired or one-time ministers: L.H. Carhart, the promoter; William Grant, editor of the newspaper; W.H. Allen, brother-in-law to Carhart and teacher in the earliest school; G.W. Graham and yet another whose name is lost. It was this concentration of superior virtue that prompted the last name: "Saint's Roost".

Any one person can lay out a town and name it. That one can even organize a town in a political sense, holding all offices himself. Organization of a county is more serious business. It requires people, more than one. Within the area of the County-to-be were a number of ranches. In those days, ranches needed cowhands. When their employer said VOTE, cowhands voted. The new County was named for Stockton P. Donley, member of the U.S. Supreme Court. It is improbable Justice Donley had even remote interest in a new political entity far out in an unsurveyed wilderness of more Indians than cowboys and more cows than either. The loan, gift, of his name is the sole trace of Justice Donley in history of the ninety-nine years of the real estate bearing it. People in Austin or Clarendon, perhaps both, were aware no political wrong is done in naming anything permanent after non-durable politicians.

Con't page 43

Doubtless all the property-owners voted in the organization-election of 1882, save, perhaps Cornell College. Several among them became office-holders: County Judge, G.A. Brown; County Clerk, B.H. White; County treasurer, W.D. Kimball; Assessor and Tax Collector, J.T. Otey; Sheriff, J.D. Wilson; County Surveyor, James H. Parks. County Commissioners were three: Charles Goodnight (of Goodnight-Adair JA Ranch); Lee Dyer (his brother-in-law), and I.B. Nails.

To the newly organized County, eleven others unorganized (presumable for lack of population) were attached to it for legal purposes-trial of cases, laws, law enforcement. As County seat and site of County court, the new town and Allen Hotel were host to outsiders when court was in session. The Hotel could not have been much, but it was adequate to house Judges H.H. Grisby and Newton P. Wells from the distant settlement of Canadian, and Judge J.W. Browning and Lawyer Temple Houston from Mobeetie. Houston was the son of Sam Houston one-time President, Republic of Texas.

First Church in Clarendon on Salt Fork was Methodist, of lumber hauled by wagon from Wichita Falls. It housed also the first school in which W.H. Allen was the teacher. In his honor it was named "Allenton Academy". Alongside the church was a frame (called a "tower" by some writers) suspending an iron bell, pride of the community.

Carhart, town proprietor, had attended the Philadelphia Centennial of 1876. Among the many items that caught his eye and imagination was a large iron bell. Caption under it explained that in more dangerous times on some frontier of the Quaker State, the bell had summoned the faithful of the sect to their almost silent meetings. By 1876 there were no dangerous frontiers in Pennsylvania. Minister Carhart explained to owners of the historical bell that he was a minister-missionary in a far-away place, where the bell, now a silent memento of history, might again cheer the faithful yet living the difficult life on the frontier that long ago had passed westward from Pennsylvania. The bell-owners refused to part with the relic. Later, in change of heart, they offered it to Carhart as a gift if he would pay the freight. He could, and did, to Dodge City by rail and thereafter by wagon to the budding frontier community destined never to blossom. For eleven years it rang a message of cheer to all except reluctant students. What happened to the bell in 1887 when the town moved south to the railroad (and saloons, four) is not known. But it was last reported (in the 1930-ies) peeling from the tower of the Northern Methodist Church in Dalhart, Texas. It must have been a quiet life, ill-becoming one that survived on the frontier in the land of the Iriquois of the east and, again, in the southwest in the land of the Comanches of the prairies.

Calling the faithful to worship and the reluctant to reading, writing and arithmetic, it is not likely that ever the bell summoned anyone to a meeting of the Shakespere Club. As the town was small, the Club could not have been large, but certainly there was no such. Membership and meeting agenda are long and regrettably lost. It is even doubtful there lives in New Clarendon anyone who knew a dues-paying member of the Old Town Shakespere Club. Culture so widespread hard-to-avoid now-a-days, was then difficult to attain. To anyone who has looked over the site of Old Clarendon, it seems incredible and impossible that a place so remote from every other, did in truth contain three pianos. Shipped to Wichita Falls and thence slowly by wagon to Clarendon, it is certain they were treasured by their owners: Mrs. White, Mrs. Allen and Katie Lewis (later Mrs. Ben Chamberlain).

Arrival of mail was more frequent than arrival of pianos by far. It came from the same place, (Wichita Falls) and every Tuesday by stage.

It is ambition and optimism that leads a family to the frontier. It is faith and hope that sustains them there. Those in Clarendon had all four. It is unlikely there is another settlement west of the Mississippi which, mapped in its fourth year of existence, would show acreage set aside for a College and an Academy. The map of Clarendon shows that acreage. Sixteen years later, at a new location, Clarendon had the land, the Academy and the College.

The first wedding in Clarendon was that of Ed Carhart to Estelle Brewer. The second: Stella Phillips to Albert Gentry, one-time sheriff. The sturdier houses of Clarendon were of dense white limestone, the Caprock of the plains that almost everywhere outcropped in a thin layer near the top of the slope up from Salt Fork. Less durable but just as serviceable were homes of adobe brick. The least desirable but certainly the cheapest were those of stakes, pickets, upright in the ground, laced by rope and plastered with mud. In a dry climate they would do.

All merchandise, goods of every kind, came from the end of the railroad at Wichita Falls, later Herold, and still later from whatever was the terminus of the railroad building north. From whence came the people? Not much is known. Ralph Jefferson, first postmaster, was from Washington, D.C. W.A. Allen, ex-minister and school teacher in the new town, was from Iowa. William Jessie Grant, editor of Clarendon Chronicle (printed in Sherman) was an easterner and a cousin of U.S. Grant, President of the United States. Bruce and Stanhope McClelland were Virginians. So, too, were their relatives J.B. and T.S. McClelland. The latter was a surveyor and both were in the real estate business in the new settlement.

There is a letter, written in the 1930-ies to Mrs. J.D. Stocking by an early citizen of the first Clarendon: Morris Rosenfield. He was of German descent. In the early 1800-dreds an uncle then living in England heard of the new Republic of Texas favoring settlers with a grant of a section of land to any head-of-family settling on it. He did so, on land between Houston and Austin. His reports to relatives in Europe stimulated Morris' father to emigrate in 1860 to a section of land near Houston. His son, Morris, was born, matured and became an employee of Sanger Brothers, merchants in Dallas, Texas. It was their practice to establish mercantile stores at and beyond the end of the several railroads then building in Texas. In 1881, Morris was manager of a Sanger Store in Wichita Falls when he was summoned to Dallas, instructed to assemble merchandise and to open a store in Clarendon. Neither Rosenfield nor his employers knew where the place was but Rosenfield encountered a traveling salesman who had been there and could instruct him how he might find it: by stage from Wichita Falls.

Rosenfield's merchandise went north by slow freight wagon for \$1.75 each hundred pounds. The stage leaving Wichita Falls was an elaborate handsome Concord vehicle. Fellow passengers were a State Senator (name and destination not recorded) an Army doctor enroute from Washington to Ft. Ellion and two black soldiers recently released from the penitentiary, presumably headed for Ft. Elliot. The stage rolled at eight to ten miles an hour, making stops now and then to exchange tired horses and stage. Each vehicle was less comfortable than the preceding and animals less sturdy.

At the crossing of Red River, high-water delayed the travelers. They camped in the scrub-oak along the River and Rosenfield was astonished by the hundreds, perhaps thousands, of turkeys. He was strictly a city-boy when he enquired of the driver: how could the owner collect and market turkeys from a locality so far from a commercial center? He learned the birds were wild.

Beyond the River, decrepitude of stage and teams reduced speed. At every stop, the stage had been replaced by another in less repair. By arrival at Clarendon, their transport was four wheels of dilapidation swaying from side to side, sagging in the middle. So were the teams.

The freighted merchandise arrived about a week after the stage. Rosenfield recalled half a century later from retirement in Dallas, the pleasure afforded by sales that first day of open store: "I sold something to every man, woman and child in Clarendon and to many cowboys from surrounding ranches."

Rosenfield observed that the Buffalo were gone. In their stead, the prairie was dotted at wide intervals by huge piles of buffalo bones, each head identified by

name of owner. The debris was freighted to Wichita Falls for about \$20 a ton. For a year or so, bone-collectors enjoyed prosperity from the most wasteful slaughter in the history of mankind: seventy million animals left to rot on the prairie for the pitiful return in buffalo robes and bones rich in calcium phosphate for fertilizer.

Rosenfield arrived in Clarendon, his home for the next twenty-two years, in October 1882. With a second freighted load of merchandise he was a firmly established merchant. In 1884, he formed a partnership with B.H. White and the two bought-out Sanger Brothers. Theirs was the best, the only, store for several

years within a radius of fifty miles. As a safety measure, cowboys were not allowed to wear arms in the town. On arrival from a ranch, they parked their guns at Rosenfield's store.

Meanwhile, the Fort Worth and Denver Railroad layed rails on a line toward Denver, somewhere in the northwest. Eventually it was evident that Clarendon was not to be on that line. Rosenfield and others met with a Mr. Montgomery, town-agent for the railroad. He informed them that the Company was agreeable to establishment of a new town if citizens of Clarendon would provide land for use of the railroad. Money was raised, probably by subscription, for purchase of a section belonging to J.C. Phillips and adjacent to the railroad. One quarter was given to the railroad and the remainder to a Town Lot Company. In 1885 the new townsite was surveyed and lots sold. 1887 was the year of bulk removal from the Old to the New. For a time new Clarendon was a tent-city but it was solidly established when designated a mid-division point on the Wichita Falls-Texline

Division. The Railroad collected 800 employees, built a roundhouse and disbursed a monthly payroll of about \$50,000. First station-agent was J.M. Wells, who at age 86, died in retirement in Dallas in the 1930-ies.

Earliest church in the new town was Methodist. One by one, others sprang from the prairie and there was a Catholic Church, a Catholic Convent and a Catholic school. The Windsor Hotel was built where the old Antro Hotel now crumbles. Owned by Jim Cain, front of the hotel was a saloon; the back (toward the railroad) was kitchen and dining-room. Rented rooms were upstairs. Ultimately the Windsor burned but there were other saloons: The Blue Goose, Frank Boccher's and John Grissom's. Site of the old First National Bank was the butcher shop belonging to I.E. Jones. Across the street where now stands the Farmers State Bank, was another, belonging to Wallace Parks. For several weeks the main attraction there was a black bear captured in Palo Duro Canyon, presumably loosely chained as it set the town on its ears by running loose with alarming frequency.

First child born in the new town was Clarendon Hildebrand. For that honor, the Town Lot Company gave him one of their products: a town lot. Second youngster was Morris Rosenfield's son, Jonas, born 1888. In 1935 he was a resident of (where else?) Los Angeles, California. Tom Martindale was the first teacher and was for several years Town Clerk. First death in the new settlement was that of Bud Gibbons who, digging a well, suffered a fatally fractured skull from the blow of a bucket falling from the surface. Water for new Clarendon was pumped from a well, powered by a horse on a treadmill.

Early arrivals in Clarendon, Old and New included among others now forgotten: George and Abe Antrobus, Albert Gentry, J.C. Phillips, W.H. Oliver, Frank Daniels, Ralph Jefferson (postmaster in the old town), Charles Lewis (from Maryland?), Rufus and Ben Chamberlain, Shap and William Atterbury, the Hildebrand family, Col. T.S. Bugbee, W.H. Patrick, Gus Hartman, William Ross, Rev. George Graham, Dr. J.D. Stocking (born a New Yorker, having lived in Dallas and Lawrence, Texas, arrived in Old Clarendon March 15, 1885 with wife Emma Angeline Hubbel, sons Fred and Roy, age six and four. Wife Emma died two years later of tuberculosis), George Morgan, Mat Wells, Henry Taylor, Frank Whit; The Caraway family, Charlie Beverly, Mr. Beville, Jim and William Cain, Jim Otey; the Murdock family, the Stanton family, the Grant family (all three families from Illinois), George Latimer, an employee of the railroad whose wife, Mary Ward, was a sister to Sarah, Dr. Stocking's second wife. Indeed history repeats itself: articles on early Clarendon history by Sarah Ward Stocking, published in the local and Amarillo papers, are the source of all information presented here by her son.

1986

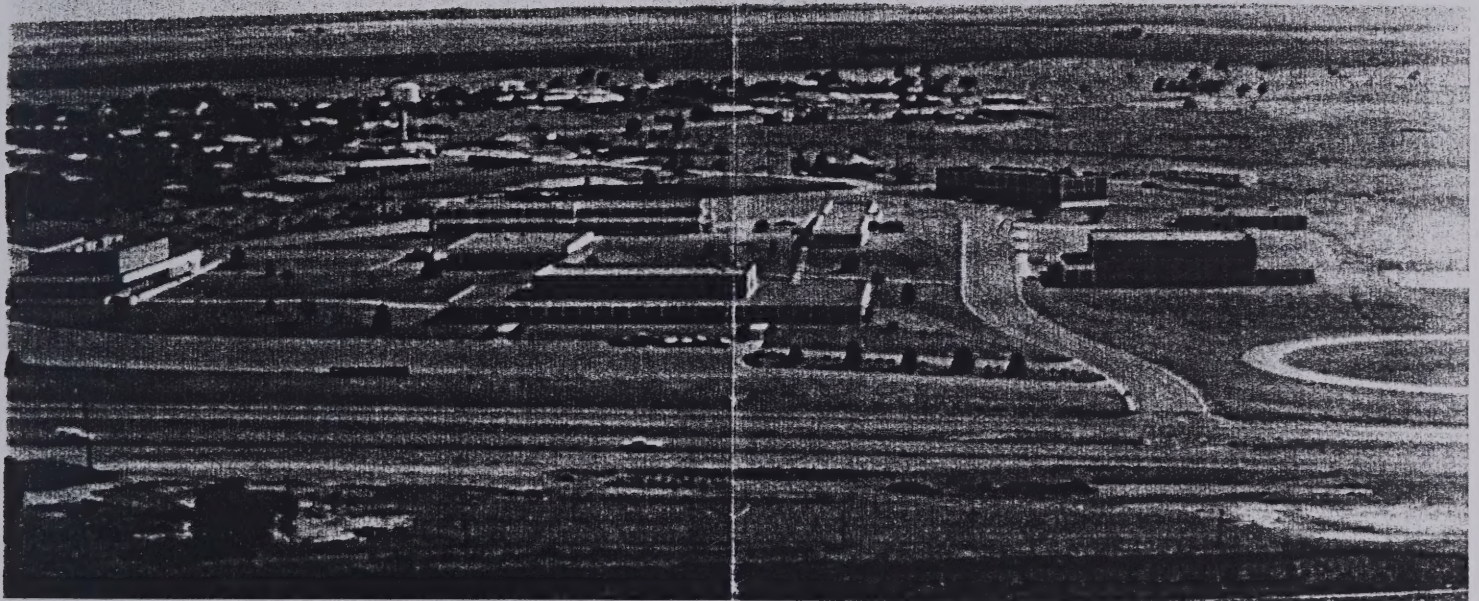
CLARENDON TEXAS

Compliments of
**GREENBELT MUNICIPAL
and INDUSTRIAL
WATER AUTHORITY**
and
**CLARENDON CHAMBER
OF
COMMERCE**

(806) 874-2421

Box 730 • Clarendon, Texas 79226





METRO CENTRAL

That's Clarendon, Texas, a town of 2,000 people located mid-way between Amarillo and Childress on highway 287, in the heart of the rapidly expanding Panhandle Region. Clarendon's business district is constantly expanding and going through a period of modernization.

CLIMATE

Since Clarendon is geographically located below the Caprock, wind doesn't present a problem. Clarendon is in a temperate climate, situated on gently sloping terrain. The sun shines an average of 312 days a year.

HISTORY

Old Clarendon was founded by a Methodist circuit rider named Carhart. The original location was on the Salt Fork of the Red River, six miles North of the present location; the current site of Greenbelt Lake. While other settlements boasted numerous bars, Clarendon was a town of churches. "Saints' Roost" was the name the irreverent used, to characterize the village and its religious atmosphere.

When the railroad moved West, Clarendon moved, too. In 1886, the town moved to its present location on the Fort Worth & Denver Railroad.

EDUCATION

Dubbed the "Athens of the Panhandle", Clarendon has long been dedicated to excellence in higher education. The junior college is located on a modern campus at the corner of Bugbee St. and 287. It offers liberal arts courses as well as vocational specialties, and all academic courses are transferable.

RECREATION

Greenbelt Lake, just North of Clarendon on Texas 70, is a sparkling, spring-fed lake covering 2,600 acres. Northern Pike, Rainbow Trout, and other species of game fish challenge fishermen throughout the year. Sailing, boating, swimming and picknicking round out the outdoor attractions at the popular lake. Trailer hookups and campsites are also available.

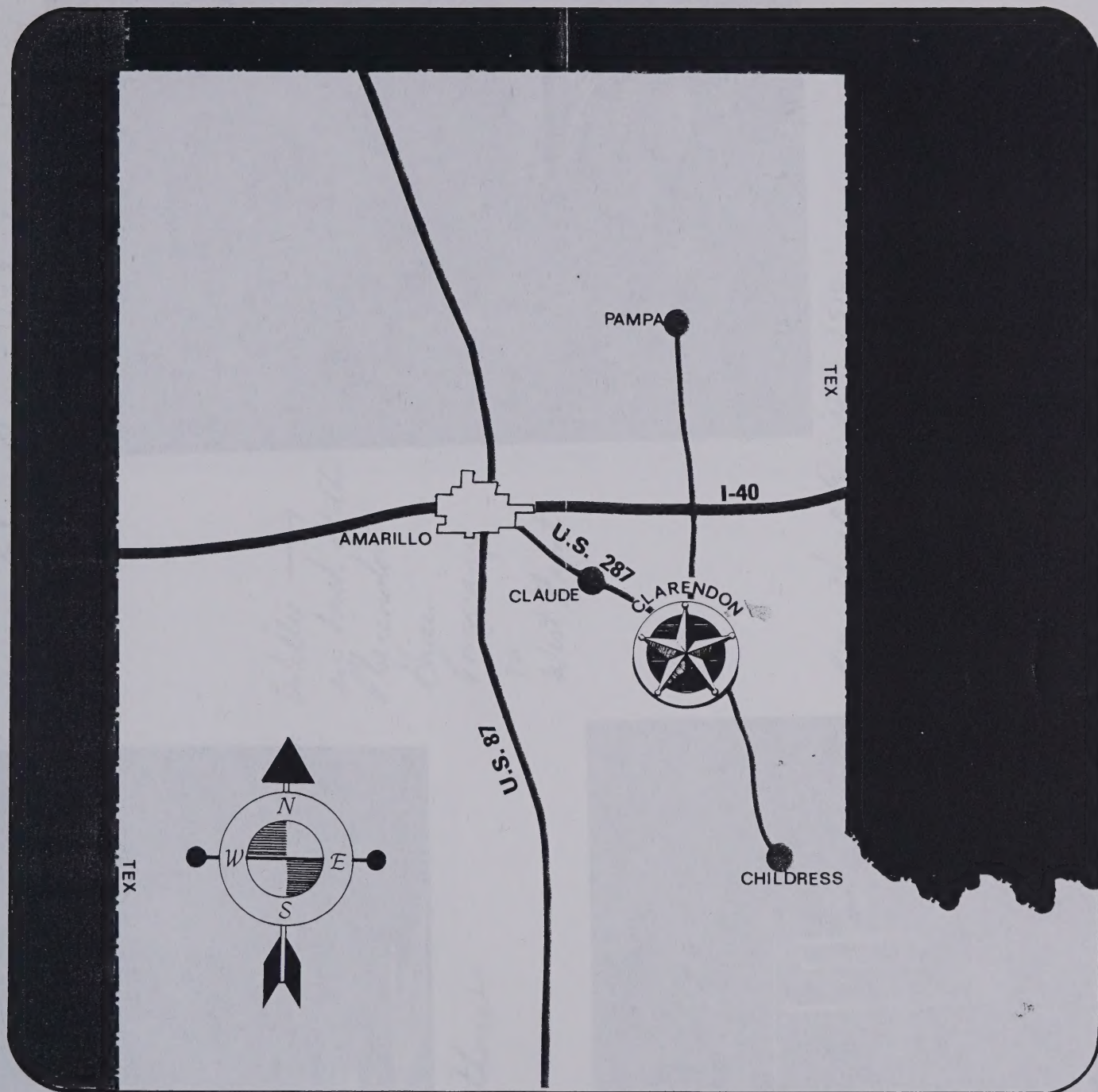
On the North shore of Greenbelt Lake is an 18-hole championship golf course. Visitors are welcome to play the course for a modest green fee. In the Fall, Clarendon is headquarters for hunters seeking abundant quail, dove, white-tailed and mule deer. African Auodad sheep have found to their liking the rugged, colorful canyon country Southwest of Clarendon. The large-maned animals with massive, scimitar-shaped horns are highly prized as exotic game trophies.

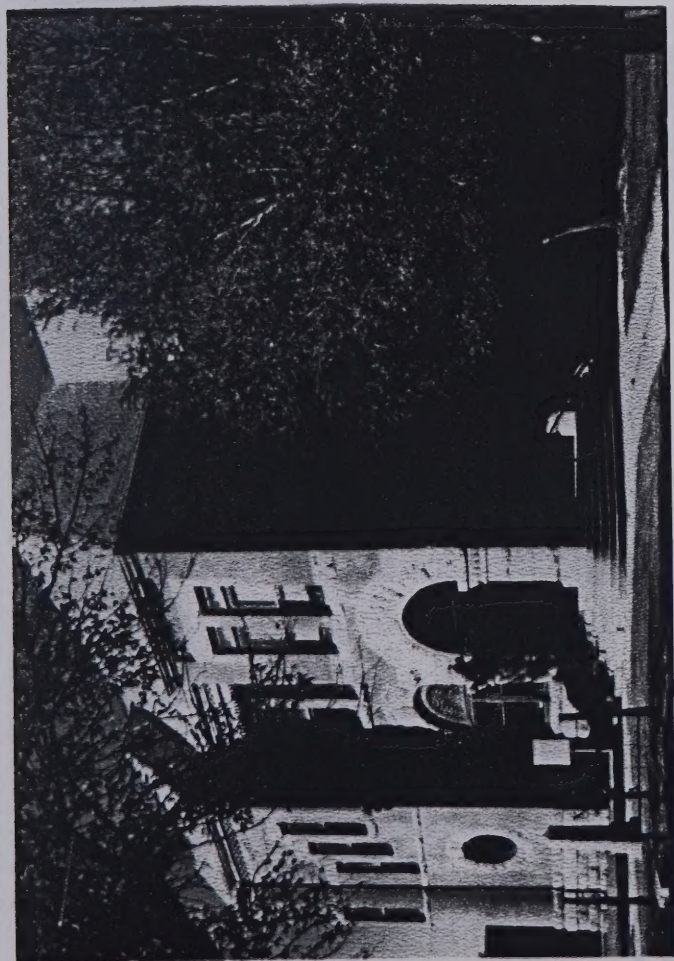
MAJOR EVENTS

The July Fourth Celebration brings thousands to Clarendon each year for an old-fashioned festival including a rodeo, parade, craft fair, reunions, fiddlers contest and a traditional Western dance.

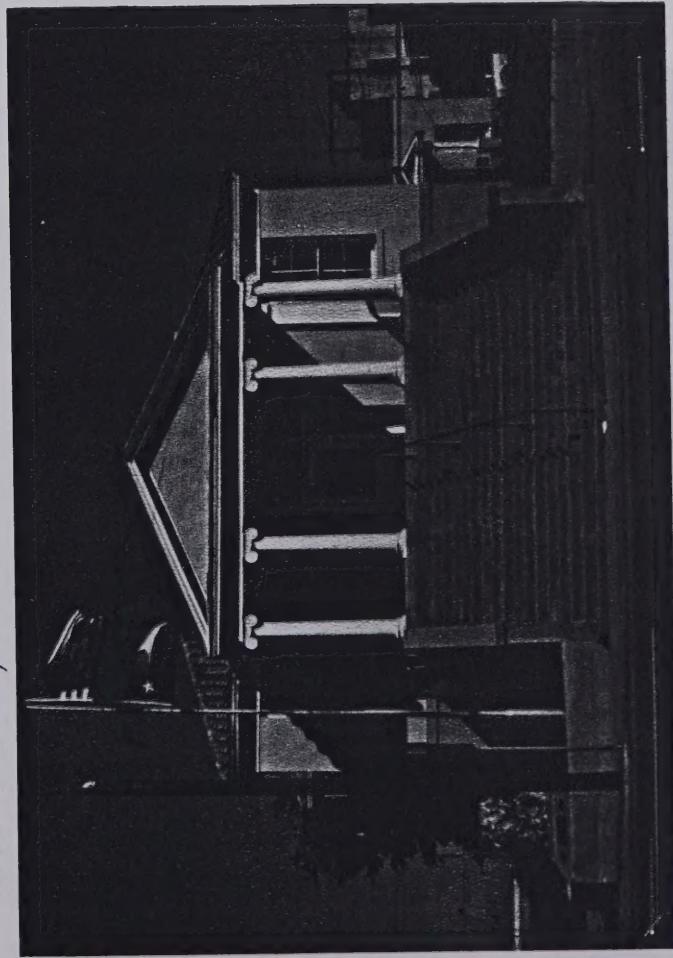
In October a Cotton Festival is celebrated in nearby Hedley.



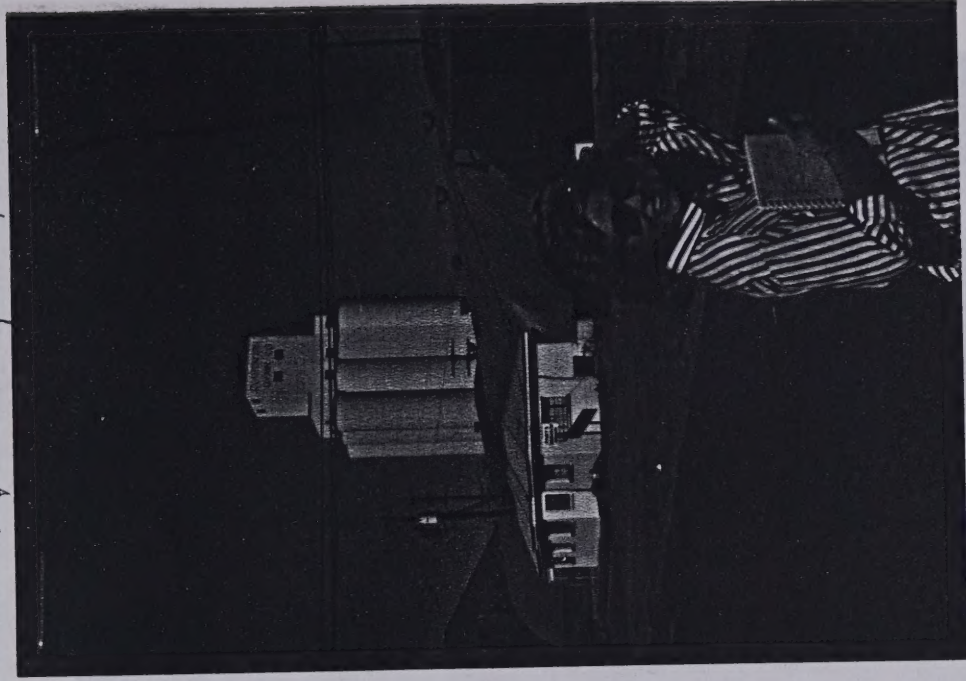




Vanley County Courthouse
Carleton, Texas



Pictures taken Oct. 27, 1986
First trip back to birthplace since
Willie (Dena) Caron left stage 1 year



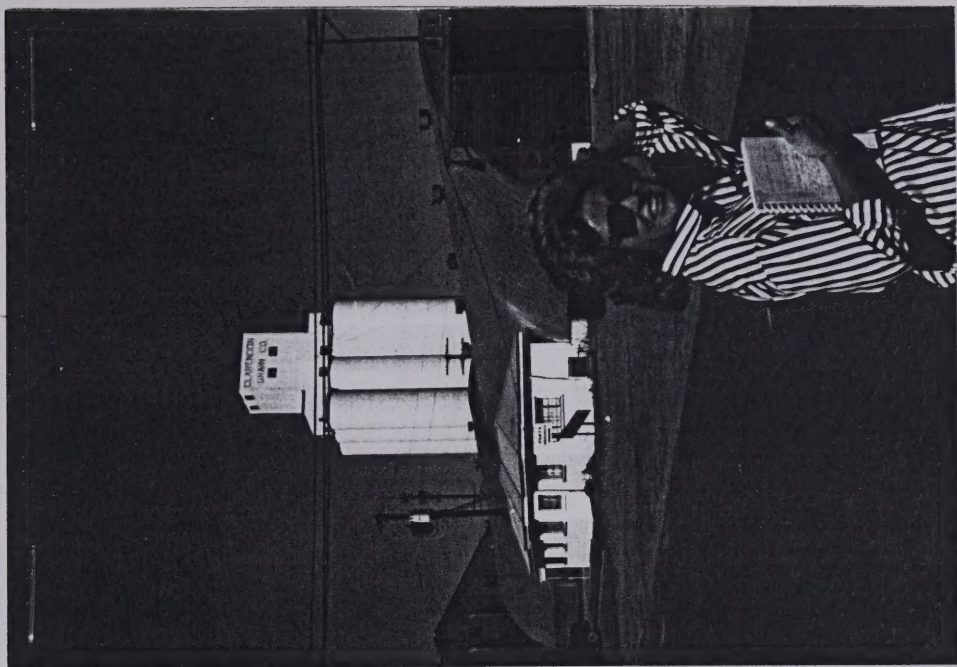
Willie →
in back of the
Carleton
Dena
Company
on
West Front

City Hall Built in 1918
and the Old 4 m. A Building
on Sully & 2nd
Carleton, Texas

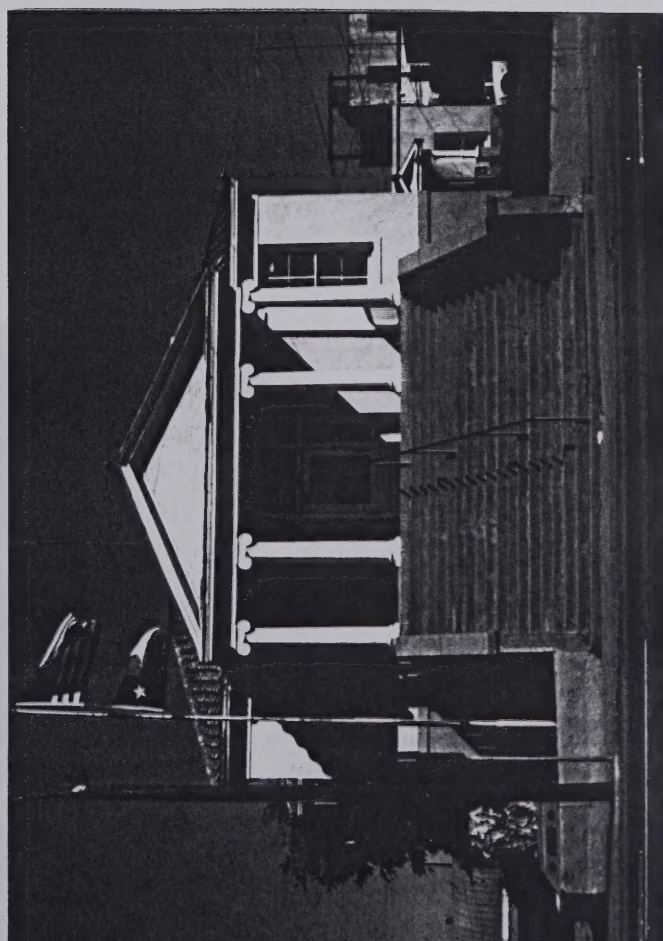


711 W. 1st St. -
 University of Texas

Porter's to be let 29th
 1st floor of building
 in 1912 on 1st St. 1912



Mr. Stanley's 1912
 and the 1st floor of building
 in 1912 on 1st St. 1912





FIRST UNITED METHODIST CHURCH OF CLARENDON

WHEN THE REV. LEWIS H. CARHART, A METHODIST MINISTER, FOUNDED CLARENDON, HE ENVISIONED IT AS A RELIGIOUS AND EDUCATIONAL CENTER. THE TOWN WAS ESTABLISHED IN 1878 NEAR THE JUNCTION OF CARROLL CREEK AND THE SALT FORK OF THE RED RIVER, SIX MILES NORTH OF ITS PRESENT LOCATION. LOCAL COWBOYS NICKNAMED THE SETTLEMENT "SAINT'S ROOST" BECAUSE IT HAD NO SALOONS. THE FIRST BUILDING ERECTED WAS A COMBINATION CHURCH AND SCHOOL. UNTIL THE TURN OF THE CENTURY, THERE WAS A NORTHERN METHODIST CHURCH IN THE COMMUNITY.

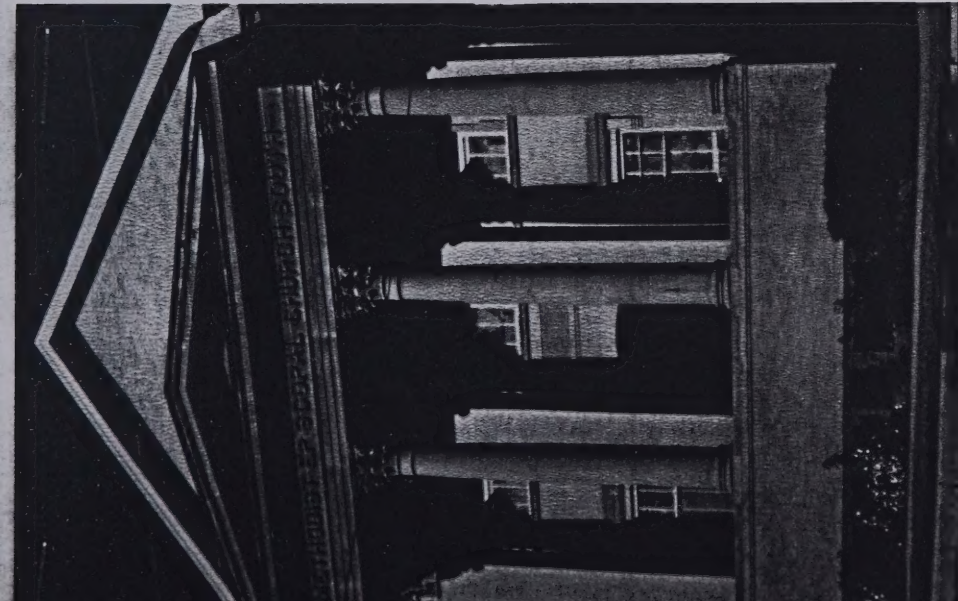
WHEN THE RAILROAD ARRIVED IN 1887, CLARENDON MOVED TO ITS PRESENT SITE. THE REV. JAMES T. HOSMER, A CIRCUIT RIDER, CONDUCTED METHODIST SERVICES IN PRIVATE HOMES. IN 1888 THE REV. ISAAC L. MILLS AND 15 CHARTER MEMBERS ORGANIZED THE METHODIST EPISCOPAL CHURCH SOUTH. IN 1890 THE FELLOWSHIP ERECTED A FRAME CHURCH BUILDING ON THE SOUTHEAST CORNER OF KEARNEY AND FOURTH STREET. MEMBERSHIP INCREASED SIGNIFICANTLY AFTER THE FOUNDING IN 1898 OF CLARENDON METHODIST COLLEGE, FORERUNNER OF CLARENDON JUNIOR COLLEGE.

TO ACCOMMODATE THE GROWING CONGREGATION, THIS LARGE CLASSICAL REVIVAL STRUCTURE WAS BUILT IN 1910. DURING THE PASTORATE OF THE REV. O. P. KIRK, THE ORIGINAL ROOF WAS REPLACED IN 1950.

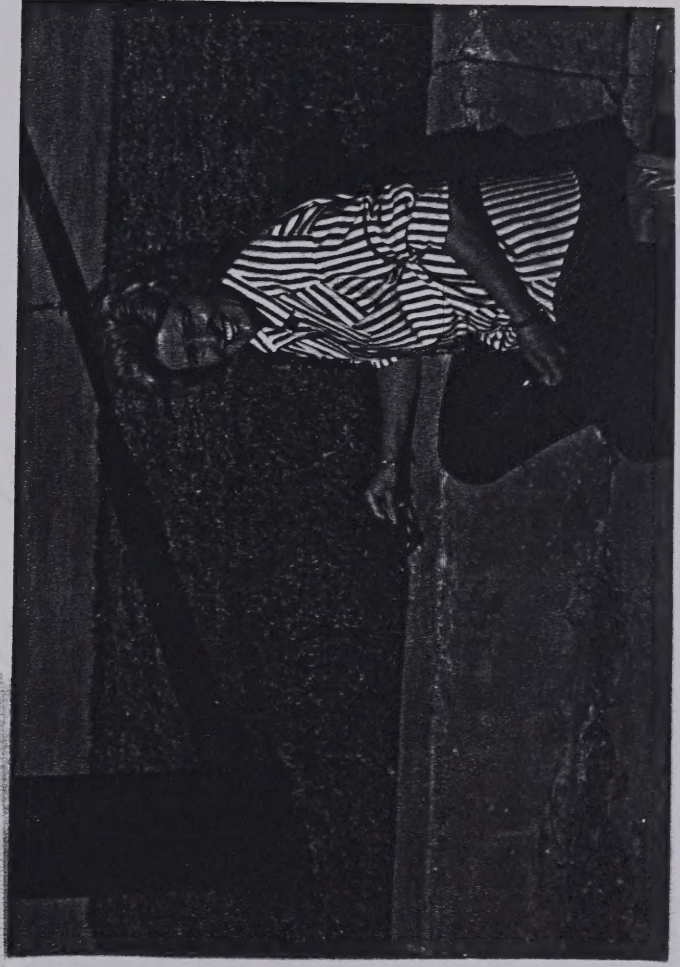
(1979)



United Methodist Church
Clarendon, Texas
Building on the site here between
ways that line the creek
1979 for the Methodist
Church



Oct. 27, 1986 →
 Willie Lee (Sam) Brown
 holding one of the horse hitching
 rings that line the curb
 in front of the Methodist
 church



FIRST UNITED METHODIST CHURCH OF CLARENDON

WHEN THE REV. LEWIS H. CARHART, A METHODIST MINISTER, FOUNDED CLARENDON, HE ENVISIONED IT AS A RELIGIOUS AND EDUCATIONAL CENTER. THE TOWN WAS ESTABLISHED IN 1878 NEAR THE JUNCTION OF CARROLL CREEK AND THE SALT FORK OF THE RED RIVER, SIX MILES NORTH OF ITS PRESENT LOCATION. LOCAL COWBOYS NICKNAMED THE SETTLEMENT "SAINT'S ROOST" BECAUSE IT HAD NO SALOONS. THE FIRST BUILDING ERECTED WAS A COMBINATION CHURCH AND SCHOOL. UNTIL THE TURN OF THE CENTURY, THERE WAS A NORTHERN METHODIST CHURCH IN THE COMMUNITY.

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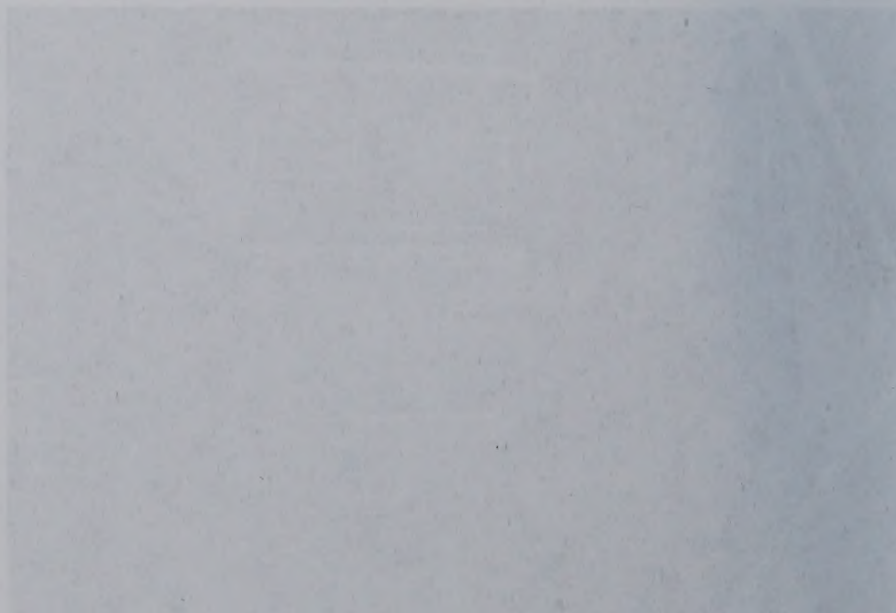
(1999)

Oct. 27, 1986
 First United Methodist
 Church
 5th & Jefferson
 Clarendon, Texas
 Built in 1910



Handwritten text, possibly a list or notes, located in the upper right corner. The text is written in a cursive script and includes several lines of text, some of which are partially obscured by the dark area on the left.

Handwritten text, possibly a list or notes, located in the lower left corner. The text is written in a cursive script and includes several lines of text, some of which are partially obscured by the dark area on the left.

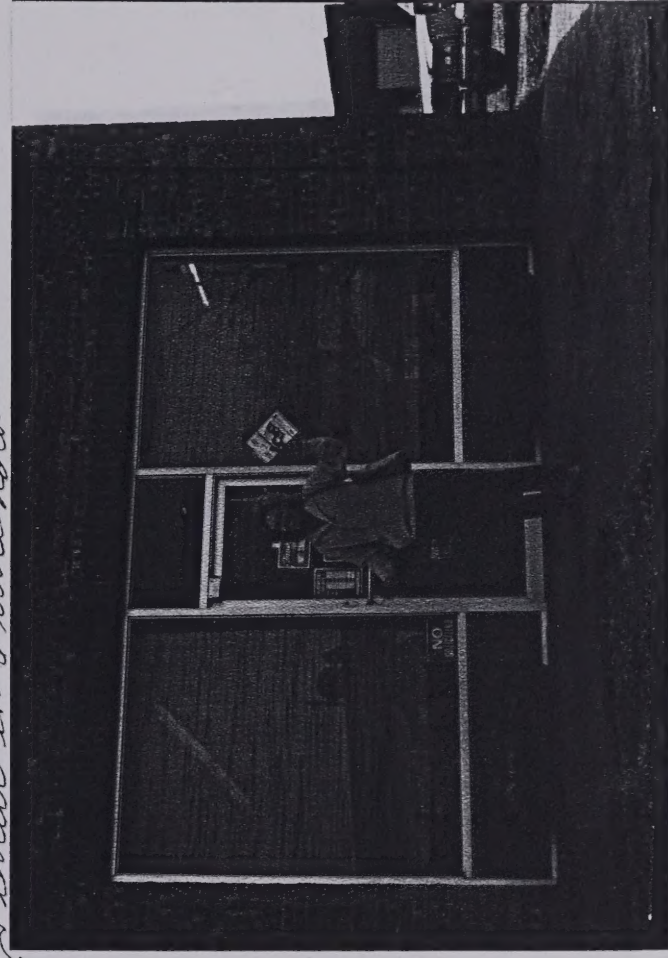




Dec. 3rd
1986

Adair
Hospital
←→
Willie
Brown

Dec. 3, 1986 - 2nd trip back to Claremont, Donley County, Texas
It is unknown where Willie (Sam) was born. Was it at home or in a hospital?
Would she of been born in this hospital on Hwy. 70 to the 500 Block of East Cook
Street to the 1200 Block of South Hawley Street in Claremont

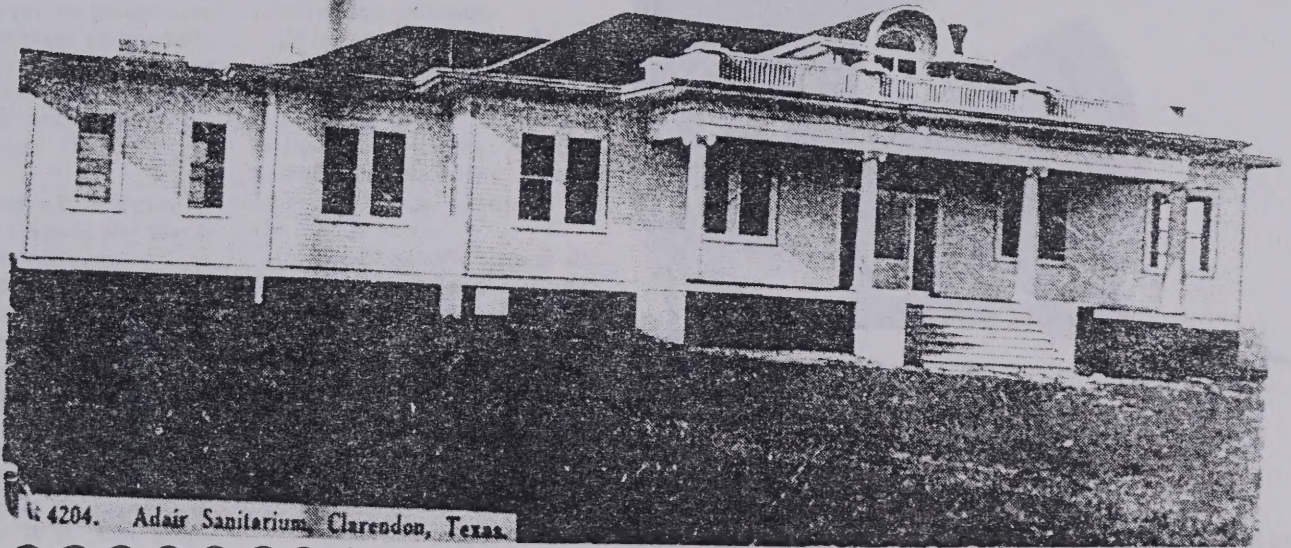


Dec. 4, 1986
Willie Brown coming
out of the GTE Phone
Mgmt building on
Bridley in Claremont,
Texas with city phone
book

Adair Hospital

Centennial Edition

SECOND SECTION



Adair Hospital

gen. Mrs. M. C. ...
order. ...
the ...
and Dr. ...
log ...

Adair Hospital

ADAIR HOSPITAL

An institution of Clarendon, (said the newspaper in 1921) that has been worth many times its cost, not only to Clarendon, but to all the surrounding territory is the Adair Hospital. It was built in 1907 by the late Mrs. Cornelia Adair, owner of the big J.A. Ranch. The building with equipment cost more than \$25,000.

The hospital is modern throughout and is thoroughly equipped. Today there are two nurses besides the supervisor who is Miss Hulda Cannon. On the average twenty patients are taken care of there each month; from this it results that the expenses each month amount to about \$400 more than the income from the services rendered.

Mrs. Adair left a legacy in favor of the hospital, but that is not available just now.

The board of directors is, for the most part, made up of the oldest settlers in the country. Of this board, W.H. Patrick has been chairman most of the time since the building of the hospital; the other members are: T.D. Hobart, J.W. Kent, T.S. Bugbee, H.W. Taylor, J.B. McClelland, W.D. Van Eaton and Whit Carhart.

By request of the Board of Directors, we publish the following rules for visitors to that institution (Adair Hospital) and all parties are respectfully asked to conform to the same.

"It is understood that visitors come to the Hospital to see their kindred and friends in distress and therefore the following rules are laid down for their attention.

(1) The regular hours for the patients to receive visitors in the Wards, will be from 2 to 5 p.m. Special permit will be given by the Matron for visitors from a distance and for the admittance of any visitors at any time, upon the request of the physician in charge of the case.

(2) Visitors to relatives or friends in the private rooms are expected only from 2 to 5 p.m. and all persons without special permit from the matron are expected to leave the hospital by 5:00 p.m.

(3) Visitors must confine their attentions to their immediate relatives or friends and general

visiting will not be allowed.

(4) The general public, who care to look over the hospital, will be welcomed by the Matron on Wednesdays and Sundays only, from 2:00 to 5:00 p.m. On all other days of the week, no visitors at all are expected except such as come to visit their sick relatives or friends. 'It is hoped this rule will be strictly observed, as the Matron, nurses help, etc. have no time to entertain guests except during the hours above mentioned and then only if patients do not require their attention.'

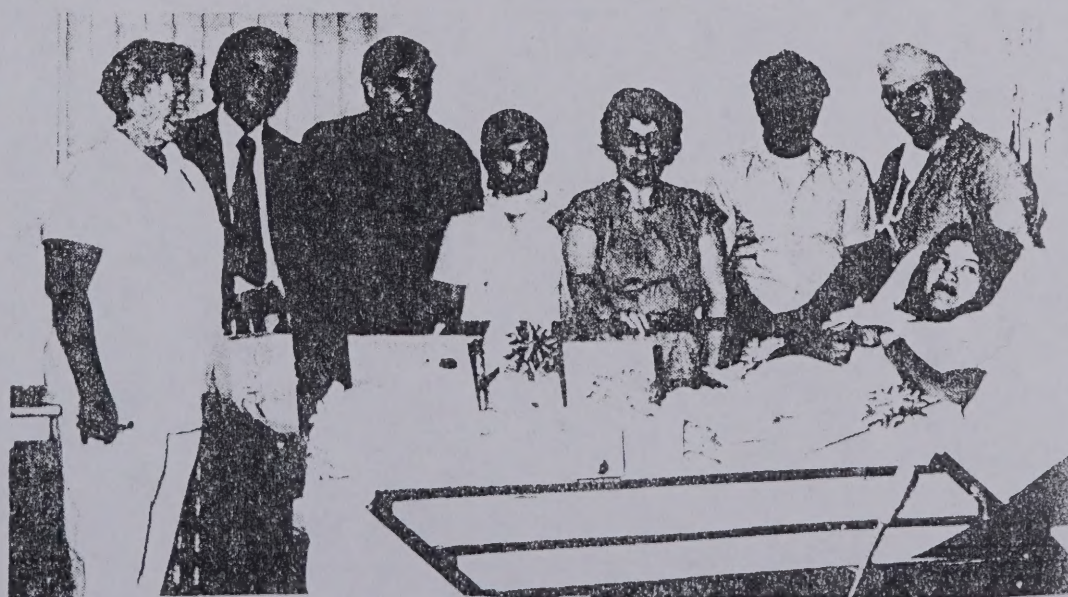
(5) In case of alarming illness or on the insistent desire of the patient, the Matron will give due notice to the immediate relatives or friends of the patient and the visits of the latter will not be restricted to the regular hours.

(6) The hospital is open at all times to local and visiting physicians in good standing, and to ministers of all churches who are interested in the spiritual welfare of any patients therein, but notice of their desire to visit the hospital should be duly given the Matron over the telephone.



MRS. OLA KILLOUGH with Medical Center Nurse Mrs.

Mike Isbell, was the first patient in Medical Center Hospital.



FIRST BABY BORN in Medical Center Hospital was the son of Mr. and Mrs. Adolph Marquecho of Lakeview born May 16,

1974. Pictured with mother are Vera Havens, LVN, Steve Bell, Hospital Administrator, Dave Goodman, LVN, Mary Fillin-

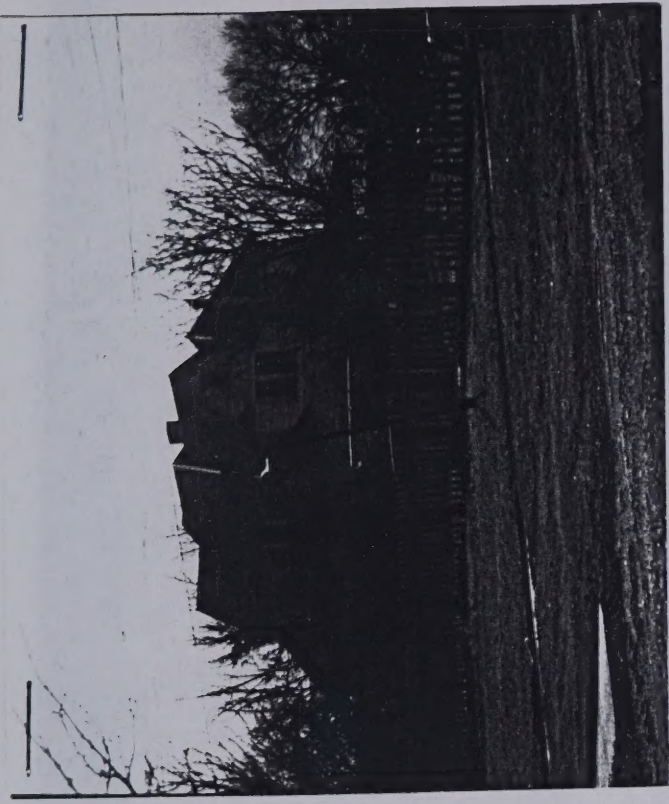
gim, Aid, Mrs. Charlotte Alexander, RN, Director of Nurses, the father, Adolph Marquecho, and Dr. Richard Wright, attending physician.



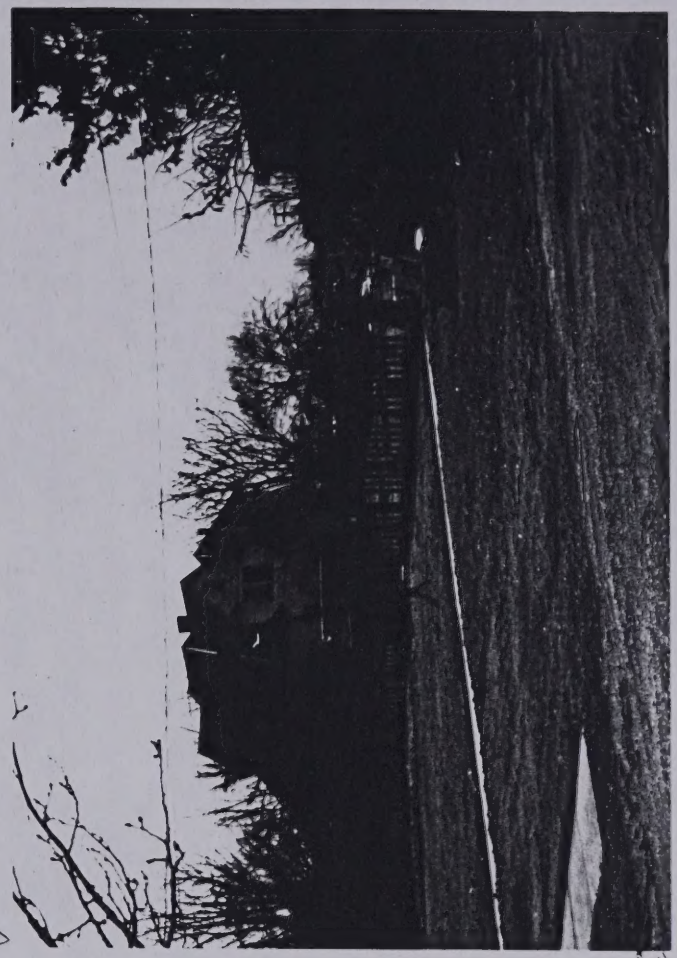
7 Bennie & Willie
 sitting by broken fence
 George Dallas
 Willard W. { seen
 Herbert & Reed
 in background

1932

← In this
 picture
 Bennie &
 Willie are
 facing
 south. Their
 parents
 home was
 north & a
 little east
 of (this house)
 the highway &
 railroad
 crossing.
 Maybe I block
 or a little more



↑ Dec. 4, 1986 - 54 years later the same
 fence & house. This is the back view.



The old house
 in the back is
 where the Geo.
 D. & Mary L.
 Darn lived.
 It was a block
 west of the Geo.
 Robert. I block from
 the highway going three
 1/2

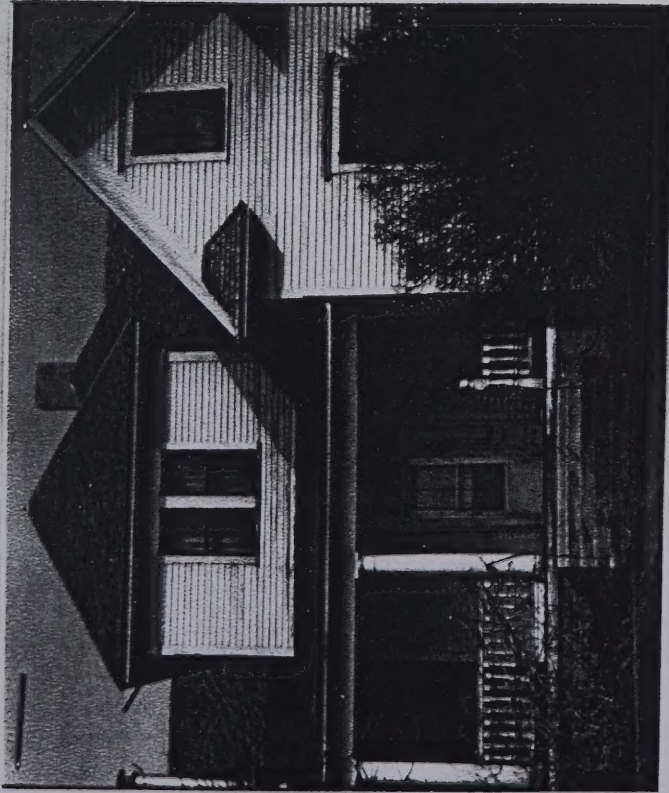


303

North, and

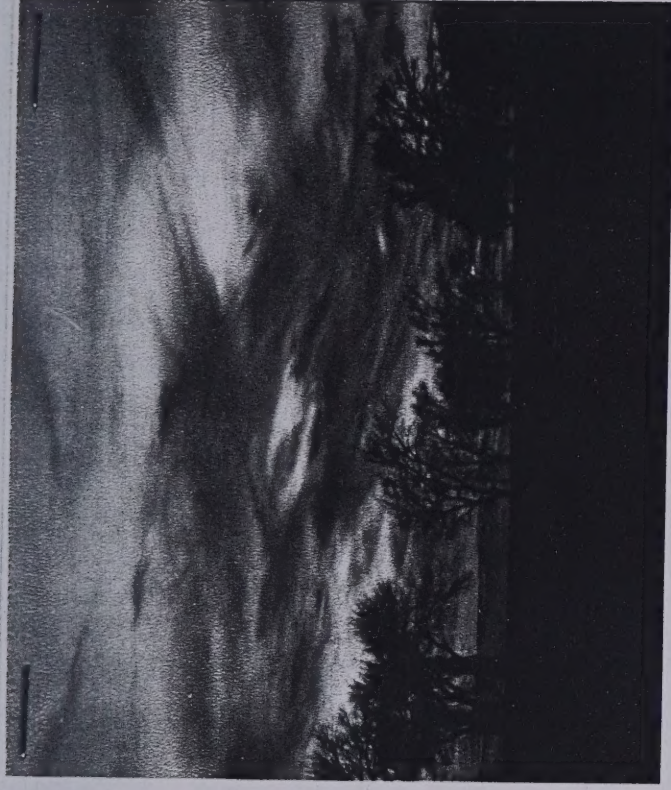
111





Front view of the
 old house & fence
 Back view - 415 W. 5th St.
 Front view - 412 W. 4th St. between
 Goodnight & 5th St.
 Clarendon, Texas

Dec. 4, 1986



A Texas -

Dec. 3, 1986
 Sunset seen from Citizens Cemetery
 on Hwy. 70, Clarendon



Dec. 3, 1986
 Willie Brown
 picking cotton
 along Hwy. 287
 abt. 2 miles
 from
 Clarendon,
 Texas

Today's Weather



Clear and Cold
Calm Winds

THURSDAY, NOVEMBER 19



EXTRA!

The Birthday Chronicle™

"Your Page of History in Print"™

Serving The Brown Family For 66 Years

★★★★★

VOL. MDCDXXXI • No. 323

• THURSDAY, NOVEMBER 19, 1931 •

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Dupont Announces It Will Market Synthetic Rubber

PRESIDENT HOOVER NOTES BIRTH OF WILLIE LEE BROWN



NEWS OF ARRIVAL REACHES WHITE HOUSE

WASHINGTON (AP) - The President of the United States, Herbert C. Hoover, proclaimed that today be a day of national celebration, heralding the birth of Willie Lee Brown on Thursday, Nov. 19, 1931. The White House sent a bouquet of chrysanthemums, the flower for the month of November, to the family.



NEWS AROUND THE WORLD Making Headlines In 1931

- Financial Crisis In Europe
- Britain & Japan Abandon Gold Standard
- Japan Invades Manchuria
- Revolution Flares In Spain
- Paul Karrer Identifies Vitamin A

Celebrities Share Nov 19th Birthday

November 19th seems to be a popular day to be born, at least according to the impressive list of rich and famous people born on that day! Also born this date are Dick Cavett, Tommy Dorsey, Calvin Klein, Jodie Foster, Meg Ryan, and President James Garfield.

It's interesting to note that as of Wednesday, Nov. 19, 1997, Willie will have been alive for 24,107 days!

Cardinals Win 1931 World Series

ST. LOUIS - It was celebration time in St. Louis as the Cardinals captured the 1931 world title. It was a hard loss for the Philadelphia Athletics of the American League, as the National League team took the series four games to three.



Congress Debates Consumer Prices

CAPITOL HILL (UPI) - Heated discussion marked the House floor today as Congress debated the state of consumer prices. Many congressmen complained that the average American just can't afford a new house at today's price of \$6,796.00.

Split along party lines, many Republicans felt that twenty-five cents for a half gallon of milk was a solid consumer bargain, while Democrats pointed out that thirty-seven cents for a pound of bacon was too expensive for many. Since the average U.S. worker now earns a record annual wage of \$898.00, many members of the House felt that eight cents for a loaf of bread was quite affordable.

Addressing both Houses of Congress, Vice-President Charles Curtis noted that while ten pounds of potatoes had risen to twenty-four cents, he said that the American public had, in 1931, more buying power than ever before.

The 4th Annual Academy Awards

"May I Have The Envelope, Please?"

HOLLYWOOD (TBC) - It was the stars' night out as the Academy of Motion Picture Arts & Sciences honored the industry's finest. The most eagerly awaited award of the evening was Best Picture of 1931, won by "Cimarron."

Best Actor honors went to Lionel Barrymore, and Marie Dressler took center stage for Best Actress. Rounding out the evening's ceremony was the Oscar for Best Director, captured by Norman Taurog for 'Skippy.'



Music, Music, Music The Top Hits of '31

What a year it has been for the music industry! With hit songs like "Dream A Little Dream Of Me," and "Save The Last Dance For Me," success was assured. Who could forget the enchanting melody of "I Found A Million Dollar Baby," or stop humming, "Lazy River," one of the year's most popular songs? Yes, the tunes of 1931, will remain in our hearts for a long time to come.

Chinese Celebrate Year of The Sheep

CHINATOWN - It only seems natural that the birth of Willie Lee Brown might be cause for great joy in the Chinese community. After all, this lucky person was born during the Chinese Lunar Year 4,598, the year of the Sheep, a very auspicious year!

Persons born in this year are said to be elegant, creative and timid. Today's fortune cookie says, "It's A Good Time To Be With Friends!"



Feb 8 1987

Hi Girls.

I must tell you a little story about this picture. It really concerns you Willie & Bennie and Jean & Ken. Mary I don't think you were around at that time.

In this picture there should have been a little triangle I don't know but it could properly be said any were taking turns.

Girls last came to take a spin while you discussing the standing idle.

enterprising young seemed a waste around & waited still had not so Ken hunching on the triangle & took off as fast as he could go.

around. You girls were still going strong, he waited a few mins and took off again. To make this story shorter, he made four turns around the house before you girls realized what was taking place. Those tiny brooms you girls are holding so lovingly, suddenly became lethal weapons. With good humor and great satisfaction, he Kenneth walked to the rear of the line. Don't remember who was first in line. I was laughing so hard I lost out on the finish. But I think a good time was had by all. Even me. I still laugh every time I see this one. I don't know if the mothers of these kids remember. I mean the ones left. I wish your ^{Picture} ~~mom~~ ^{mom} was here she would get a laugh too. I am going to pass this tale on to Frida & Erma. Please excuse mistakes, I still can't write. I don't know your ages at this time. I could make a guess, but would rather be sure maybe you girls care fill in the age ^{date} for me.

I have the expressions on each of your faces (Bennie seems smug & sure what to do with her broom) (Jean seems a little ho hum, see find something to do with this broom) you Willie seem to be thinking what the heck am I going to do this thing? Kenneth of course seems to say, Don't worry girls ^{I have} everything under control. (The end)

I am ^{PS} this is a true story



who owned the wheels. have been community. have you four kids riding it. yet three who's turn it was around the house. three girls were landly problem. The trike was Kenneth being an fellow saw what good of rubber. So he walked for a while. You girls come to terms yet. his shoulders jumped

Salisbury Family--Willie Lee
 Cindy
 Karen
 Randy
 Ray

25 Dec 1967--El Cajon, California



Cindy } Salisbury
 Karen }
 Randy }

25 Dec 1966-El Cajon, California



1939-San Diego, California



WILLIE LEE HAM

Feb 1950 photo for San Diego
High School Newspaper w/story
on the Serengeti Ball
Willie ran for Queen & won
San Diego, California



6 Dec 1974
San Diego, California

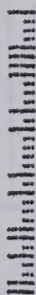


Wedding photo--12 Aug 1951
San Diego, California
Willie Lee & Ray Salisbury



[illegible]

Wille Brown
2520 Northgate Rd.
Colorado Springs, CO 80921



SAN DIEGO CITY SCHOOLS

SAN DIEGO HIGH SCHOOL

1405 Park Blvd., San Diego, CA 92101-4799



HIGH SCHOOL

Last Name Ham		First name and initial Willie L.		From What School MEMORIAL JUNIOR HIGH SCHOOL		Date of Entry 9/12/47	Grade L-10	Age at Entry 15-10									
Place of Birth Clarendon, Texas				Date of Birth 11/19/31		<table border="1"> <tr> <th colspan="3">MENTAL TESTS</th> </tr> <tr> <th>Test</th> <th>Date</th> <th>Score</th> </tr> <tr> <td>Otis</td> <td>1/47</td> <td></td> </tr> </table>			MENTAL TESTS			Test	Date	Score	Otis	1/47	
MENTAL TESTS																	
Test	Date	Score															
Otis	1/47																
Name of Parent or Guardian H. R. Ham				Occupation of Parent or Guardian Drain Lines													
Residence of Parent or Guardian 4104 Broadway				Phone F-9-4219													
Residence of Student 4104 Broadway				Phone F-9-4219													
				Date Left School		Reason for Leaving		Date Returned									
GENERAL INFORMATION				Date of Graduation 6-16-1950													
				Transcript Date					Transcript sent to								



O F F I C I A L T R A N S C R I P T

SAN DIEGO HIGH SCHOOL
1405 Park Boulevard
San Diego, California
92101

6 Periods Daily *
55 Minutes per period
38 Weeks in School Year
40 Semester Credits Including
PE or ROTC for Graduation from SDSU
42 Credits beginning class of 1983

A - Excellent

B - Good

C - Average

D - Passing

F - Fail/No Credit

10 of 40 credits from 9th grade only

12 credits beginning class of 1983

Recommended for College - A or B

*No weight given to Honors or Advanced Classes REF: GPA/Rank in Class

Linda Sierra

Linda Sierra, Registrar

OCT 12 1990

Date _____

6-12-50

NAME HAM, WILLIE L.

COUNSELOR Gilmore

Ja

1 SEMESTER Fall 1946			2 SEMESTER Sp. 1947			3 SEMESTER 1947			4 SEMESTER 47 1948			5 SEMESTER 47 1948		
SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.
English	A	1	English	A	1				Eng 3	B	1	Eng 4	A	1
Math.	A	1	Math	A	1				Book 1	B	1	Book 2	A	1
Sci. Soc.	B	1	Sci. gen.	A	1				W. Hist	B	1	W. Hist	B	1
Glee	B	1	Glee 2	B	1				Drama	B	1	Elyth	A	1
Print	A	1	Print 2	A	1				Typh	B	1	Typh	A	1
Phy. Ed.	A	1	Phy. Ed.	A	1				gym	B	1	gym	A	1
6 SEMESTER 48 1949			7 SEMESTER 48 1949			8 SEMESTER 49 1950			9 SEMESTER 49 1950			10 SEMESTER 19		
SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.
Bus. Eng	B	1	Bus. Eng	C	1	Drama	B	1	Voc. Ed	A	1			
W. H. Hist	B	1	W. H. Hist	B	1	Lat. Verb.	A	1	Lat. Verb	B	1			
Phy Ed	C	1	Training	A	1	Physical	C	1	Physical	C	1			
Lab. Tech	A	1	Univ. Off	A	1	H. Math	B	1	Food	A	1			
Swing	S	1	gym	B	1	gym	A	1	Swing	S	1			
gym	A	1	Swing	S	1	Swing	S	1	gym	A	1			

Superior. B Better than average. C Average. D Barely passing. F Failing. In General, about 7 per cent of students receive A; 24 percent B; 38 per cent C; 24 per cent D; 1 percent F.

Certified True Copy
 by E. Stegge - Clech
 OCT 12 1990
 PHOTOCOPY SERVICE
 SAN DIEGO UNIFIED SCHOOL DISTRICT
 STUDENT RECORDS CENTER

THIS CARD MUST NOT BE REMOVED FROM THE REGISTRAR'S OFFICE

CUMULATIVE RECORD CARD

HIGH SCHOOL

Last Name <u>Ham</u>		First name and initial <u>Willie L.</u>		From What School <u>MEMORIAL JUNIOR HIGH SCHOOL</u>		Date of Entry <u>9/12/47</u>		Grade <u>L-10</u>		Age at Entry <u>15-10</u>	
Place of Birth <u>Clarendon, Texas</u>				Date of Birth <u>11/19/31</u>		MENTAL TESTS <u>91</u>					
Name of Parent or Guardian <u>H. R. Ham</u>				Occupation of Parent or Guardian <u>Drain Lines</u>		Test <u>Otis</u>		Date <u>1/47</u>		Score	
Residence of Parent or Guardian <u>4104 Broadway</u>				Phone <u>F-9-4219</u>							
Residence of Student <u>4104 Broadway</u>				Phone <u>F-9-4219</u>		Date Left School		Reason for Leaving		Date Returned	
GENERAL INFORMATION				Date of Graduation <u>6-16-1950</u>							
				Transcript Date		Transcript sent to					

No record found

Certified True Copy
By E. Stepp - Clerk
OCT 12 1990
PHOTOCOPY SERVICE
SAN DIEGO UNIFIED SCHOOL DISTRICT
STUDENT RECORDS CENTER

NAME HAM, WILLIE L.

COUNSELOR Gilmore

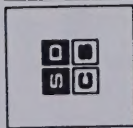
Ja

1 SEMESTER Fall 1947 2 SEMESTER Sp. 1947 3 SEMESTER 1948 4 SEMESTER 47 1948 5 SEMESTER 47 1948

SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.
English	A	1	English	A	1				Eng. 3	B	1	Eng. 4	A	1
Math.	A	1	Math.	A	1				Book-ly	B	1	Book-ly	A	1
Sci. Soc.	B	1	Sci. Soc.	A	1				W. Hist-3	B	1	W. Hist-4	B	1
Glee 1	B	1	Glee 2	B	1				Drum	B	1	Drum	A	1
Print 1	A	1	Print 2	A	1				Typ. 1	B	1	Typ. 2	A	1
Phy. Ed.	A	1	Phy. Ed.	A	1				gym	B	1	gym	A	1

SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.	SUBJECT	GR.	CR.
Bus. Eng.	B	1	Bus. Eng.	C	1	Drum	B	1	Voc. Hist	A	1			
W. Hist	B	1	W. Hist	B	1	Dr. Hist	A	1	Dr. Hist	B	1			
Phology	C	1	Phology	A	1	Physiol	C	1	Physiol	C	1			
Clath	A	1	Clath	A	1	H. Math	B	1	Food	A	1			
Study	S	1	Study	B	1	gym	A	1	Study	S	1			
gym	A	1	gym	S	1	Study	S	1	gym	A	1			

A - Superior. B - Better than average. C - Average. D - Barely passing. F - Failed. In General, about 7 per cent of students receive A; 24 percent B; 38 per cent C; 24 per cent D; 7 percent F.

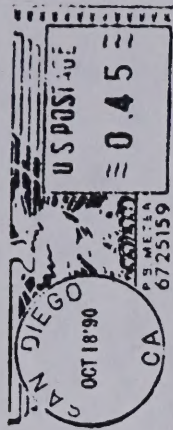


SAN DIEGO CITY SCHOOLS

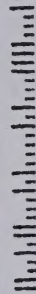
STUDENT RECORDS CENTER

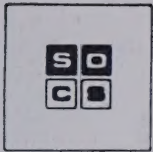
STEVENSON ADMINISTRATIVE COMPLEX, ROOM 9
4520 Pocahontas Ave., San Diego, CA 92117-3710

**YOUR CITY SCHOOLS:
BUILDING SAN DIEGO**



MRS. WILLIE LEE BROWN
2520 NORTHGATE RD.
COLORADO SPRINGS CO 80921





SAN DIEGO CITY SCHOOLS

STEVENSON ADMINISTRATIVE COMPLEX • 4520 Pocahontas Ave., San Diego, CA 92117-3710 • (619) 483-3963

STUDENT RECORDS CENTER

October 17, 1990

Mrs. Willie Lee Brown
2520 Northgate Rd.
Colorado Springs, CO 80921

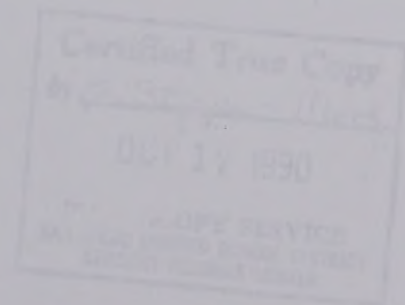
Dear Mrs. Brown:

Copies of the records you requested are enclosed. The original cumulative records have been destroyed. The census card was copied for you. Please contact Educational Services Division, Room 3107 Education Center, 4100 Normal Street, San Diego, CA 92103-2682. Telephone (619) 293-8240.

You may also contact Student Records Center, telephone (619) 483-3963, extension 275 for assistance.

Sincerely,

Evelyn Steppe
Records Clerk



Ham

Willie Lee

Do not write
in this space

CENSUS CARD—

Form G-4-8-37-13M

1. Name of pupil: <u>Ham, Willie Lee</u>		2. Migratory? Yes ☐ No ☐		3. Sex M ☐ F ☒		4. Language spoken in home <u>Eng</u>	
5. Date of entry this year <u>7-21-33</u>		6. Last School Attended (City and State) <u>Valley View, Texas</u>		7. Place of Birth (City and State) <u>Clarendon, Texas</u>		8. Date of birth (Mo. Day Year) <u>11 19 31</u>	
9. Given Name, Initial and Last Name <u>Willie Ham</u>		10. Living Yes ☒ No ☐		11. Authority for age (check) Bapt. Cert. ☐ Bible ☐ Birth Cert. ☐ Passport ☐ Oath ☐		12. Age LAST birthday <u>6</u>	
13. Telephone No. <u>✓</u>		14. Pupil lives with <u>Parents</u>		15. Present school <u>Emerson</u>		16. San Diego residence <u>3080 main</u>	
						17. Present grade <u>1st</u>	

18. DO NOT WRITE BELOW THIS LINE

New Addresses and Telephone Nos.	
<u>7-11-39</u> <u>4442 So. 38th</u> <u>4404 - 41 Broadway F9-4219</u> <u>042961</u> <u>7-6-38 7-12-39 7-12-40 7-12-41 7-12-42 7-12-43 7-12-44 7-12-45 7-12-46 7-12-47 7-12-48 7-12-49 7-12-50</u> <u>mem 7 8 9 10 11 12</u> <u>9-14-47</u> <u>9-15-47</u> <u>9-16-47</u> <u>9-17-47</u> <u>9-18-47</u> <u>9-19-47</u> <u>9-20-47</u> <u>9-21-47</u> <u>9-22-47</u> <u>9-23-47</u> <u>9-24-47</u> <u>9-25-47</u> <u>9-26-47</u> <u>9-27-47</u> <u>9-28-47</u> <u>9-29-47</u> <u>9-30-47</u> <u>9-31-47</u> <u>9-32-47</u> <u>9-33-47</u> <u>9-34-47</u> <u>9-35-47</u> <u>9-36-47</u> <u>9-37-47</u> <u>9-38-47</u> <u>9-39-47</u> <u>9-40-47</u> <u>9-41-47</u> <u>9-42-47</u> <u>9-43-47</u> <u>9-44-47</u> <u>9-45-47</u> <u>9-46-47</u> <u>9-47-47</u> <u>9-48-47</u> <u>9-49-47</u> <u>9-50-47</u> <u>9-51-47</u> <u>9-52-47</u> <u>9-53-47</u> <u>9-54-47</u> <u>9-55-47</u> <u>9-56-47</u> <u>9-57-47</u> <u>9-58-47</u> <u>9-59-47</u> <u>9-60-47</u> <u>9-61-47</u> <u>9-62-47</u> <u>9-63-47</u> <u>9-64-47</u> <u>9-65-47</u> <u>9-66-47</u> <u>9-67-47</u> <u>9-68-47</u> <u>9-69-47</u> <u>9-70-47</u> <u>9-71-47</u> <u>9-72-47</u> <u>9-73-47</u> <u>9-74-47</u> <u>9-75-47</u> <u>9-76-47</u> <u>9-77-47</u> <u>9-78-47</u> <u>9-79-47</u> <u>9-80-47</u> <u>9-81-47</u> <u>9-82-47</u> <u>9-83-47</u> <u>9-84-47</u> <u>9-85-47</u> <u>9-86-47</u> <u>9-87-47</u> <u>9-88-47</u> <u>9-89-47</u> <u>9-90-47</u> <u>9-91-47</u> <u>9-92-47</u> <u>9-93-47</u> <u>9-94-47</u> <u>9-95-47</u> <u>9-96-47</u> <u>9-97-47</u> <u>9-98-47</u> <u>9-99-47</u> <u>9-100-47</u>	

Ham

Willie Lee

(Continued on other side)

19. GIVE NAMES (WITH SURNAMES, IF DIFFERENT) AND AGES OF BROTHERS AND SISTERS AND ANY OTHERS LIVING IN FAMILY UNDER 18 YEARS OF AGE.

NAME	Age	School Attending	If not in school give reason and last grade completed
Bessie Lee	7	Emerson	
Louise	3	none	
Mary Alice	7	Challenger	

20. Where employed		21. Guardian's Name		22. Relationship to pupil		23. Where employed	
Father <u>unemp</u>		Mother <u>unemp</u>					

Certified True Copy
 By E. Stepp - Clerk
 OCT 17 1990
 COPY SERVICE
 SAN DIEGO UNIFIED SCHOOL DISTRICT
 STUDENT RECORDS CENTER



1946



1946

*The San Diego Union
San Diego 12, California*



Highlighting the sixth annual Sergeantettes Ball dated at San Diego High School gym Friday, 8-12 p.m. will be the crowning of king and queen and the announcement of officers for the 1950 drill season. Queen candidates are, left to right, the Misses Jeanette Chamis, Olga Mastorakos,

and Willie Ham. Officer candidates are the Misses Angie Balestreri, Barbara Mumby, Dana Price, Betty Firkovitch, Dorothy Fuentes, Betty Laird, Ruth Clements, Enedina Fuentes, Clarese Harris, Henrietta Kahn, Mary Ellen Norsworthy and Eleanore Razo. (Waterman Portraits)

Spring 1950

The San Diego Russ

Fifty-one Years of High School Journalism

Vol. LI, No. 30

San Diego High School

Wednesday, June 14, 1950

San Diego, California

Eighty Graduates Called on to Stage For Participation in Annual Gift Day

"Mule Train" echoed throughout the Auditorium this morning as members of the Senior Cabinet were herded across the stage in true "Boraxo" fashion at the annual senior Gift Day Assembly. Presented as Men (and women) of Destiny who were in the future looking into the past which was the present, over eighty seniors were called to the footlights to partake in the ceremonies.

Headed by George Sunga and under the Sponsorship of Mrs. Emerick, the Gift

Day Committee has spent over three months pouring over bound volumes of The Russ and through the channels of their memory to uncover important facts about members of the Senior class.

Barbara Jarrett, Franklin Chapman, Bob Shumake, Jolanda Pfeiffer, Florence Stanley, and Alan Kirk were members of the committee responsible for the script.

Seniors known for their proficiency on the ukulele were pre-

sented with a kitten which would be helpful in replenishing needed uke strings. Unguentine was given to the graduates known for their beach habits while some seniors suspected of indulging in games of chance received two-headed pennies.

The assembly began with the usual procession of senior boys and girls walking in pairs down the main aisles to the senior section in front.

Class of Graduates Promenades Tonight

Swirling formal and dinner jackets will mark the eagerly awaited Senior Prom to be held tonight from 8 till 12 in Mission Beach Ballroom. Merle Carlson's band will supply the music.

The main event of the evening will be the grand march, which will begin at 10. It will be lead by Dr. and Mrs. Aseltine, the prom co-chairmen, Beverly Young and Klonie Morris, and their dates Fritz Kunzel and Frank McMillan, respectively.

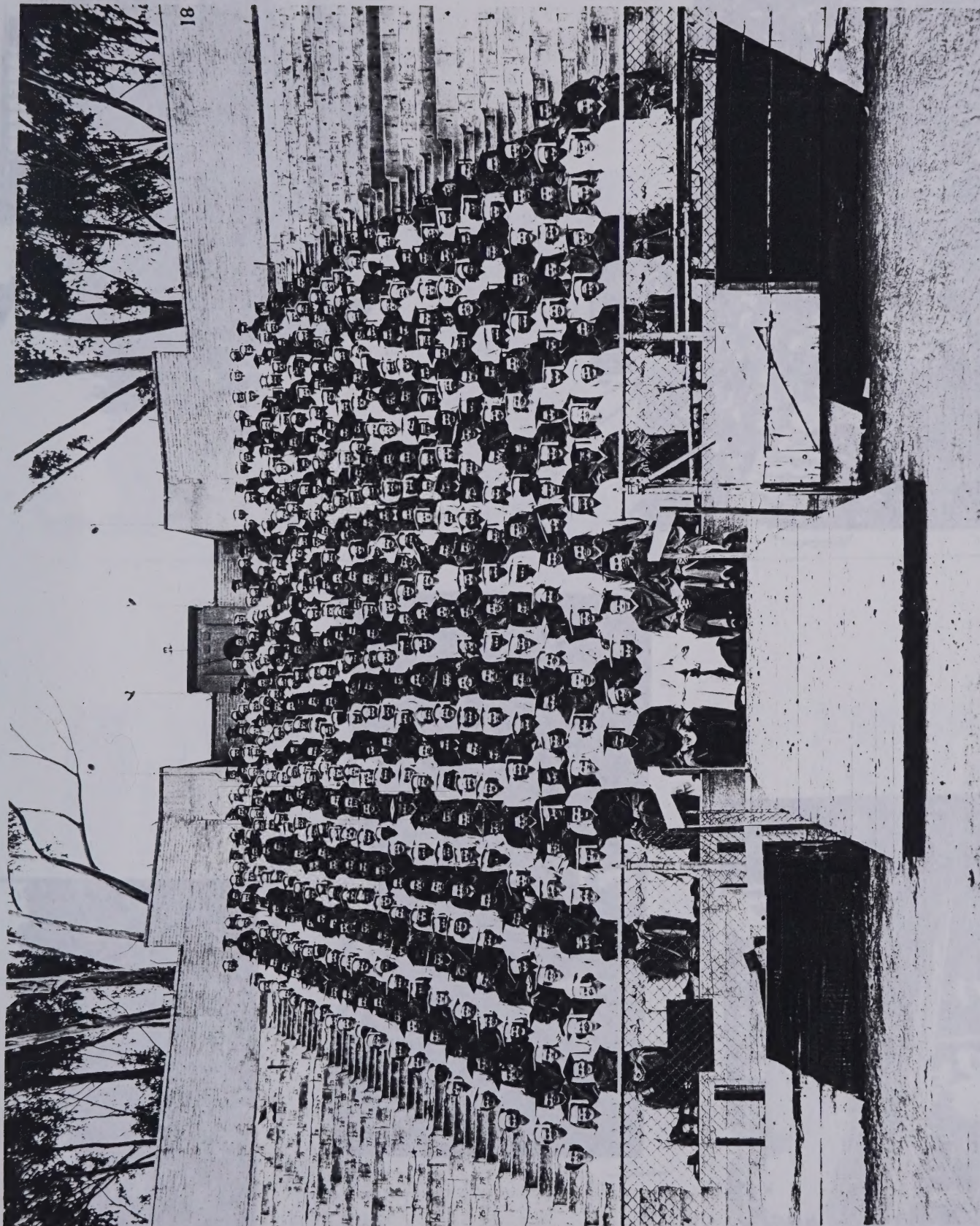
After the grand march, during which two school songs will be sung, the band will play the Alma Mater, and the students present will sing. Following the Alma Mater balloons will be dropped from the ceiling, and there will be an intermission. The dance will pick up again after this intermission.

Each couple arriving at this gala affair will be greeted at the doorway by the receiving line, including Dr. and Mrs. Aseltine, Mrs. Marion Gilmore, senior class sponsor, George Allen, senior president, Beverly and her date Frank, and Klonie and Fritz.

Among some of the seniors who have worked to make this prom a success are Willie Ham, who had charge of securing the photographer; Donna Dunkle and Kathy Hubbard, who got the band; and Ellen Habel, who was in charge of the large farewell sign to be suspended from the balcony. The sign will read, "Good luck, Seniors!"

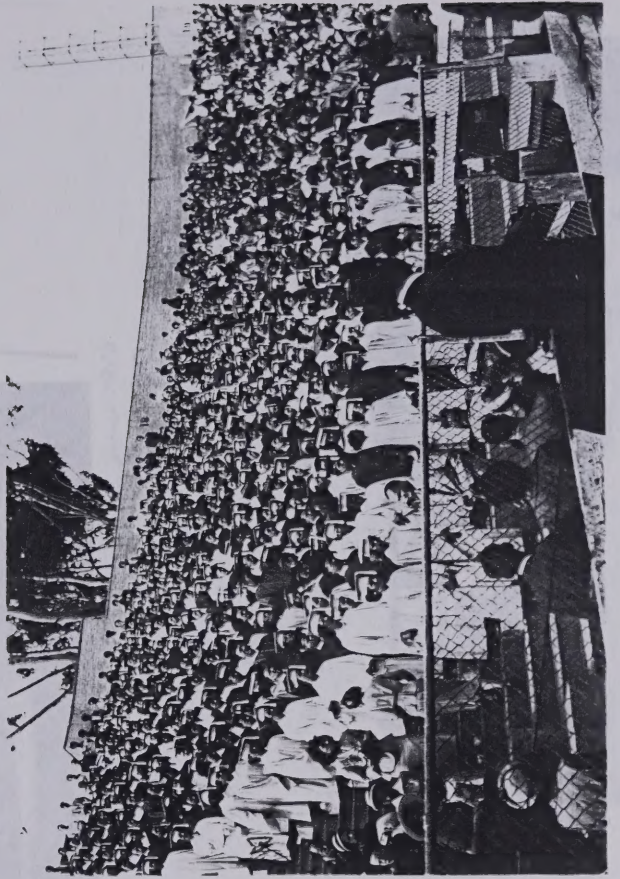
find make & copy



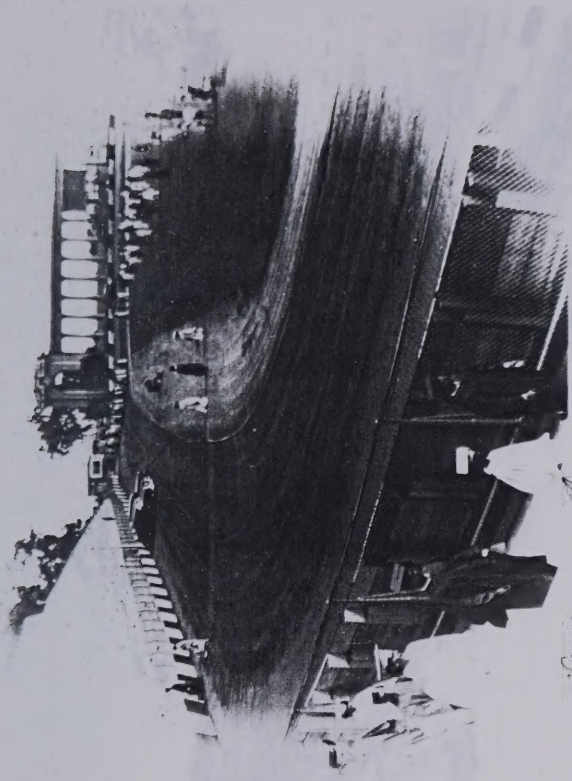


18

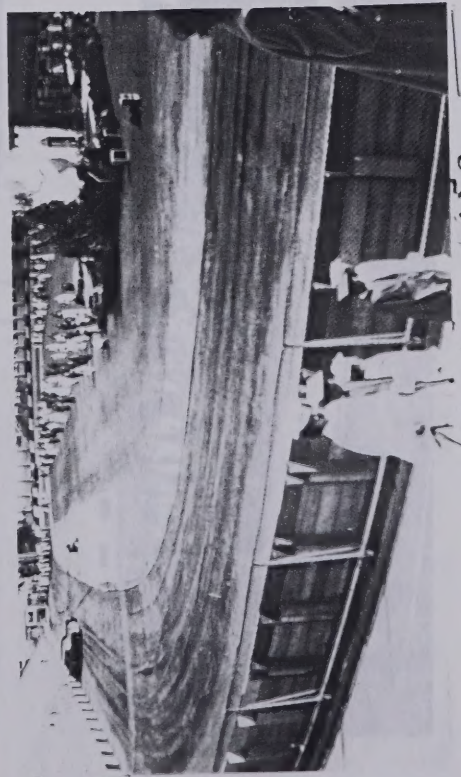
1950



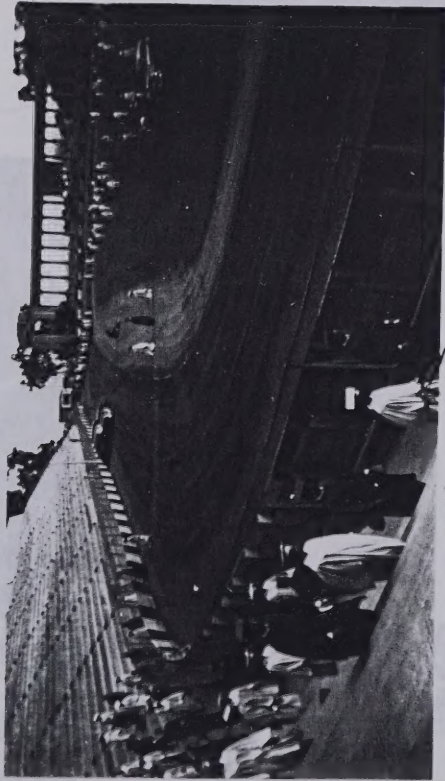
June 1950



June 1950



June 1950



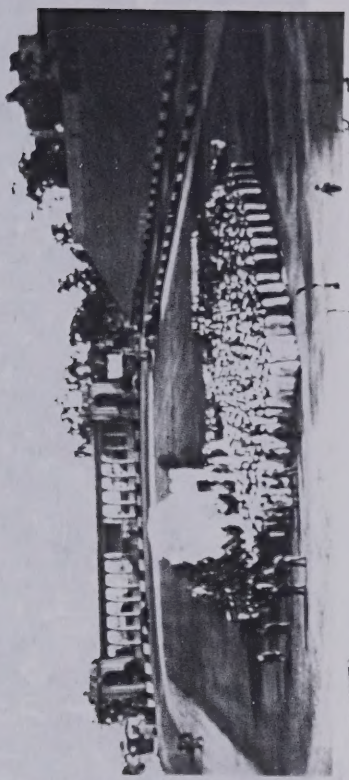
June 1950



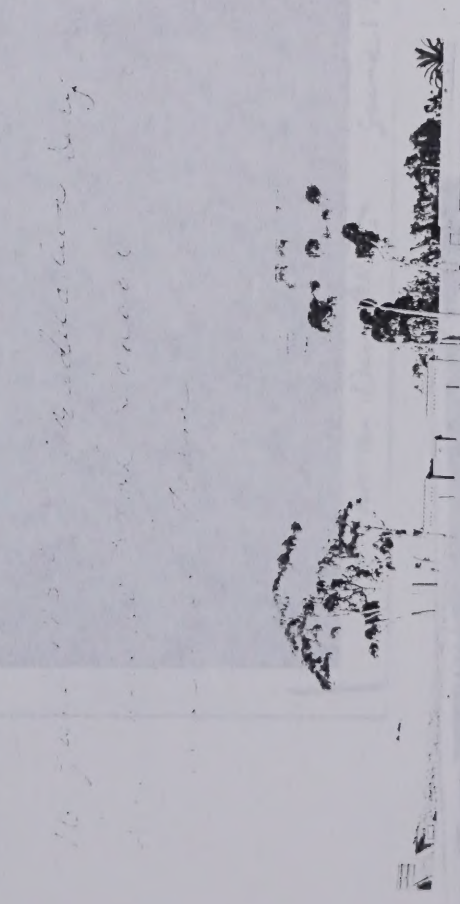
June 1950



June 1930

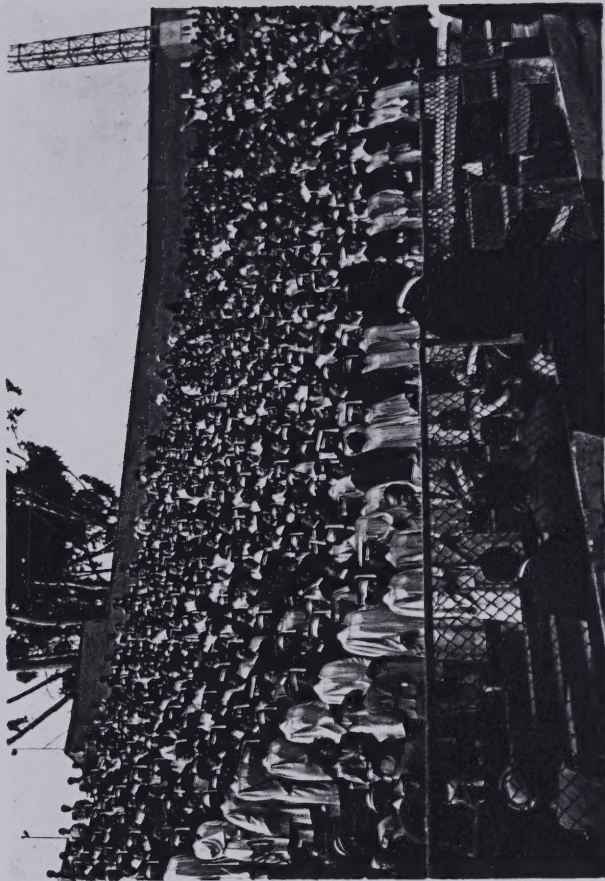


June 1930



June 1930
 10 June 1930
 10 June 1930





Johnnie



Willis 1950



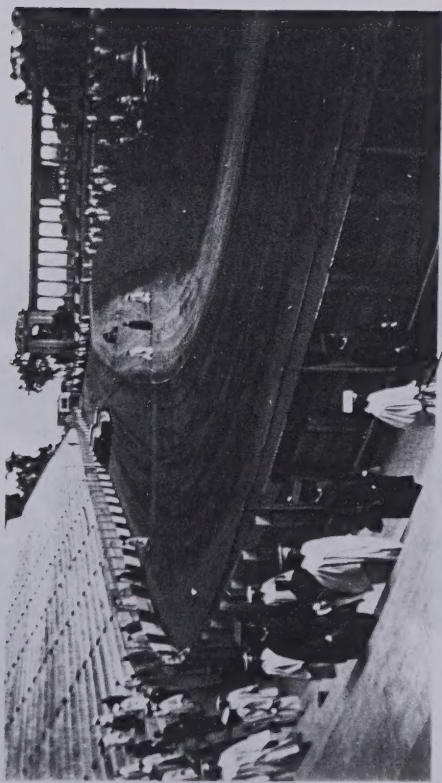
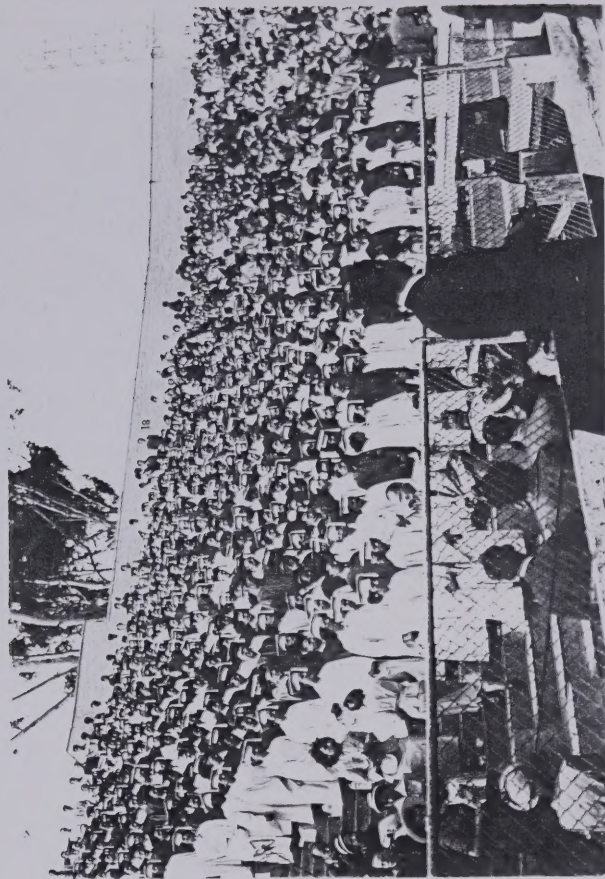
Donna Dunkle June 1950



Donna

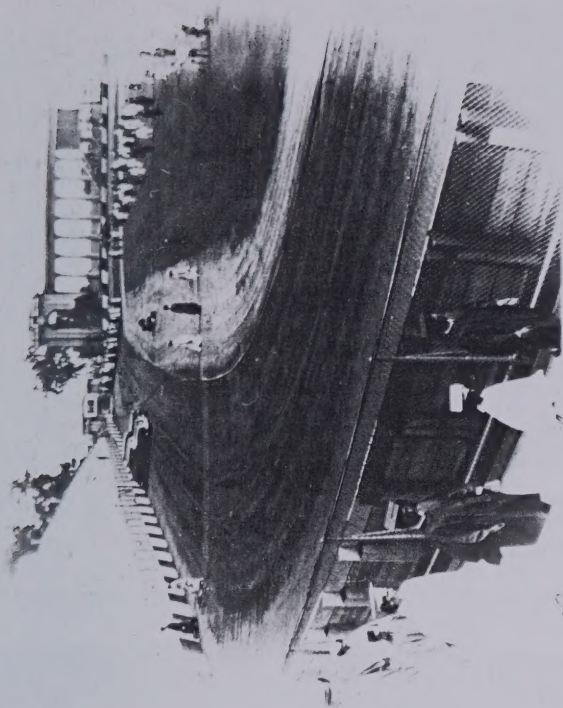


June 1950

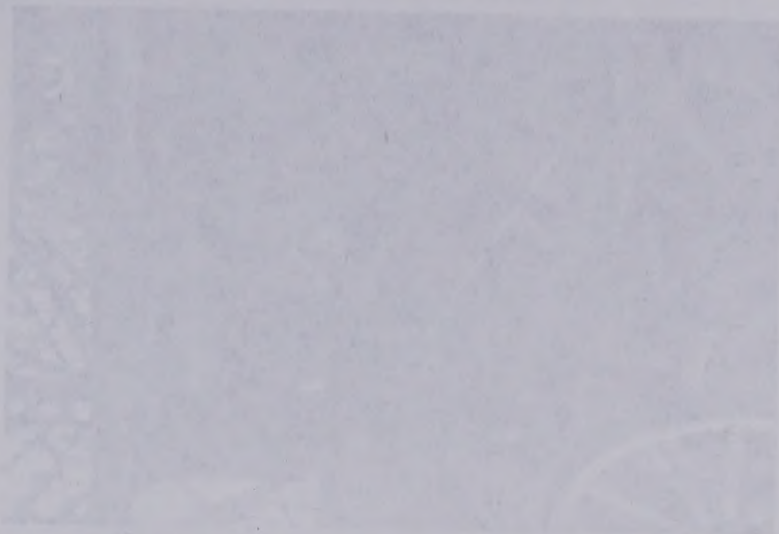


June 1950

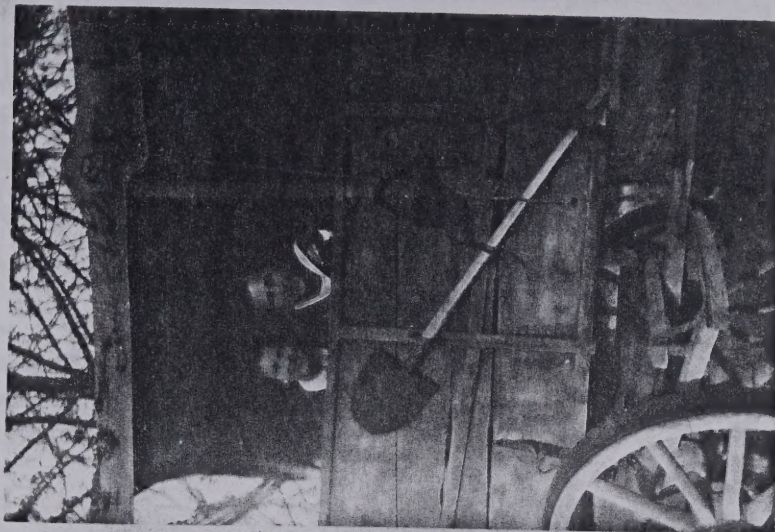
1950



FIRST DATE
WILLIE LEE HAN AND
RAYMOND SALTSDORF
18 March 1951
ENOTIS BERRY PARK,
CALIFORNIA

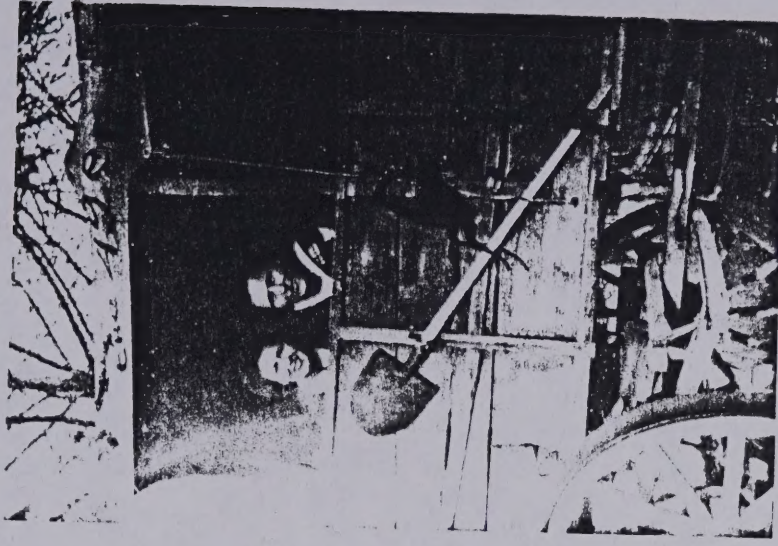


FIRST DATE
 WILLIE LEE HAM AND
 RAYMOND SALISBURY
 18 March 1951
 KNOTTS BERRY FARM,
 CALIFORNIA



SHIPS PARTY AT THE SAN DIEGO HOTEL
 THE NIGHT WILLIE LEE HAM AND RAY SALISBURY MET
 8 MARCH 1951
 VIRGINIA READING (MRS. PAT KELLEY)
 TONY SQUIRE
 RAY SALISBURY
 TOM GLAZIER
 WILLIE HAM (MRS. RAY SALISBURY)
 PAT KELLEY

FIRST DATE
 WILLIE LEE HAM AND
 RAYMOND SALISBURY
 18 March 1951
 KNOTTS BERRY FARM,
 CALIFORNIA



SHIPS PARTY AT THE SAN DIEGO HOTEL
 THE NIGHT WILLIE LEE HAM AND RAY SALISBURY MET
 8 MARCH 1951
 VIRGINIA READING (MRS. PAT KELLEY)
 TONY SQUIRE
 RAY SALISBURY
 TOM GLAZIER
 WILLIE HAM (MRS. RAY SALISBURY)
 PAT KELLEY

1957



make
original

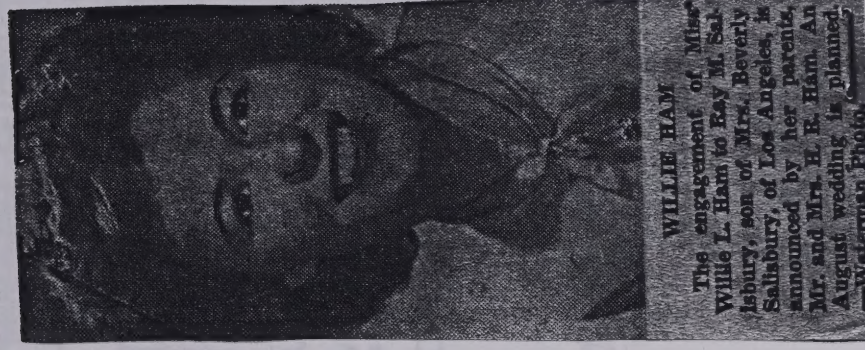




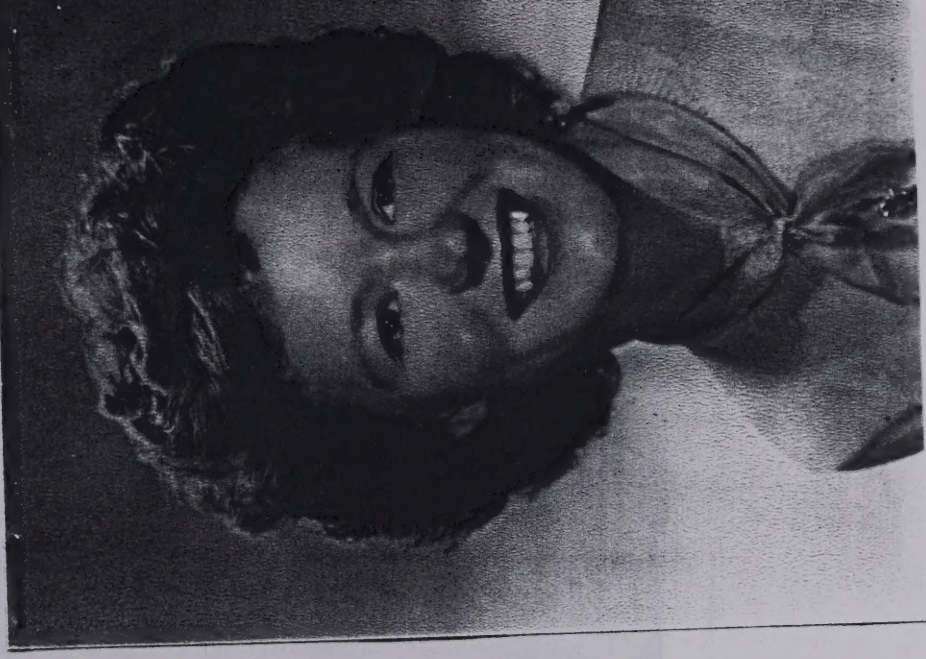
Virginia Reading
 Tony Aguirre
 Ray Salisbury
 Tom Glazier
 Willie Ham
 Cat Kelly

Mar. 8, 1951
 The night
 Willie & Ray met
 a ship's party held at
 the San Diego Hotel
 San Diego, California

Willie Lee Ham
 1951



WILLIE HAM
 The engagement of Miss
 Willie L. Ham to Ray M. Sal-
 isbury, son of Mrs. Beverly
 Salisbury, of Los Angeles, is
 announced by her parents,
 Mr. and Mrs. H. E. Ham. An
 August wedding is planned.
 —Waterman Photo



Engagement picture

STEAK HOUSE
MENU

KNOTT'S BERRY FARM
BUENA PARK - CALIFORNIA



Oh Corn-fed Girl are you walking out tonight?

Corn-fed Girl see the Moon shine bright?

with your hand laid in mine?

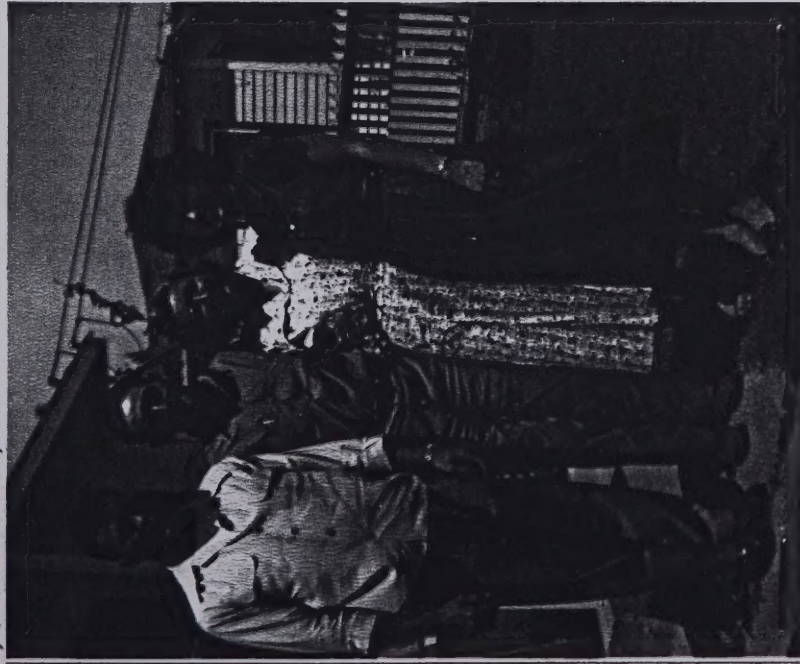
July 17, 1951

Wesley } Ham
Lillie }

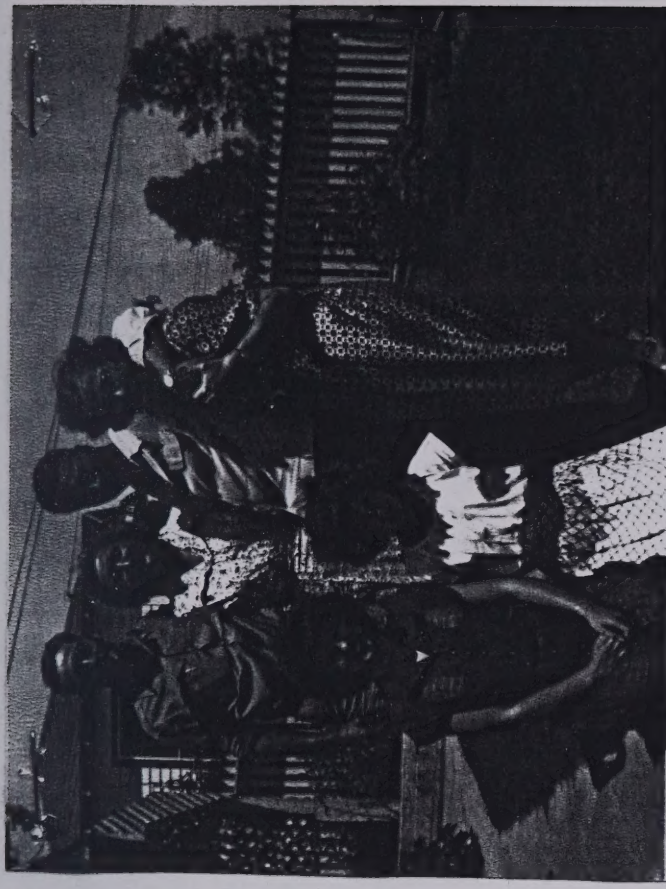
Ray } Salisbury
Thelma }
Willie } Ham
Maryanne } →

July 17, 1951

Ray Salisbury
Wesley } Ham
Lillie }
Willie }



4104 Broadway
San Diego, California



July 18, 1951

Wesley } Ham
Lillie }

Ray Salisbury
Willie } Ham
Maryanne }





MARRIAGE LIC
and CERTIFICATE

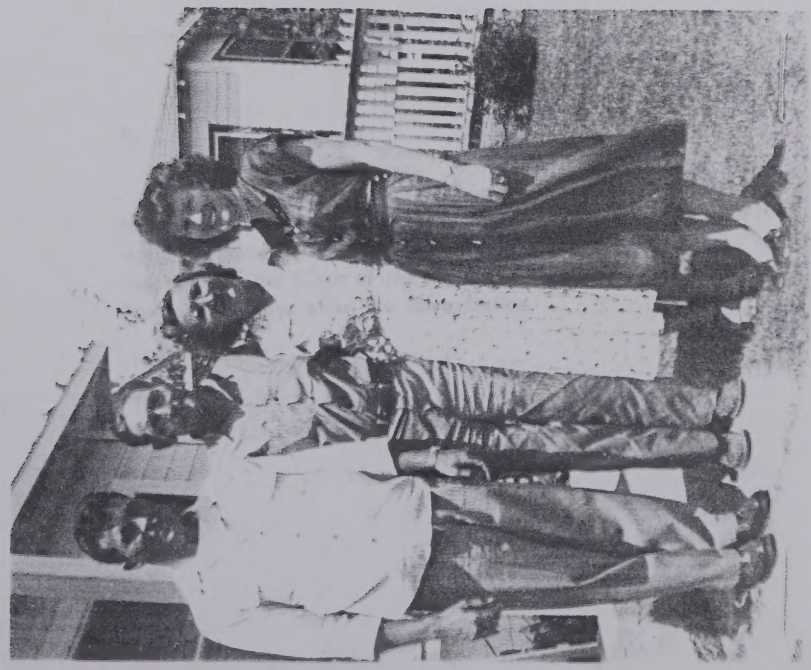
Witnessed and Read by

Rev. Charles Rose

and recorded in book 126

at Marriage Office and Certificate at

Page 105



State of Arizona
County of Pima
Marriage License

FILED

1951 JUN 18 AM 10 06

JAMES B MCLAY, CLERK
BY _____
DEPUTY

MARRIAGE LICENSE
and CERTIFICATE

Returned and filed for Record by

Rev Arthur Rose
and recorded in Book 176

of Marriage License and Certificate at
Page 465

JAMES B. McLAY

Clerk.

By _____
Deputy Clerk.

NOTE—Revised Statutes of Arizona, 1928, requires the persons solemnizing the Rites of Matrimony to endorse the same on the license, and make a return of the same to the Clerk of the Superior Court within twenty (20) days after the solemnization.

State of Arizona

County of Yuma

Marriage License

To any regularly licensed or ordained
Minister of the Gospel, any Judge of
a Court of Record, or any Justice of
the Peace within this County:

You are hereby authorized to solemnize the

rites of MATRIMONY

Between

and

of

And endorse same on this license and make return to this office according to Law.
In Witness Whereof, I have hereunto set my hand and affixed my official seal this

9 day of

A. D., 1951

Clerk of the Superior Court of the State of Arizona.
in and for the County of Yuma

By

Deputy Clerk.

Marriage Certificate

This certifies that on the 9th day of June, A. D., 1951

Raymond Merle Salisbury and Willie Lee Ham

were united in marriage at Yuma
according to the laws of the State of Arizona and by the authority of the foregoing license, by

Rev. Arthur Rose in the presence of

Catherine M. Blazer and Clyde S. Matthews
who have hereto attached their signatures as witnesses to said marriage ceremony.

In Witness Whereof, the said contracting parties, the said witnesses and the said

Minister

who solemnized such marriage

ceremony have hereunto set their hands this 9th day of June, A. D., 1951

Catherine M. Blazer

Witness.

Clyde S. Matthews

Witness.

Raymond Merle Salisbury

Contracting Party

Willie Lee Ham

Contracting Party.

Rev. Arthur Rose

Officer, Minister or Person Performing Ceremony.

FILED

1951 JUN 18 AM 10 06

JAMES B. MCLAY, CLERK
BY

DEPUTY

MARRIAGE LICENSE and CERTIFICATE

Returned and filed for Record by

Rev. Arthur Rose

and recorded in Book 176

of Marriage License and Certificate at

Page 465

JAMES B. MCLAY

Clerk.

By

Deputy Clerk.

NOTE—Revised Statutes of Arizona, 1928, requires
the persons solemnizing the Rites of Matrimony to en-
dorse the same on the license, and make a return of
the same to the Clerk of the Superior Court within
twenty (20) days after the solemnization.

Interim Marriage Certificate

from the famous

R. H. LUTES WEDDING CHAPEL

This Certifies:

Yuma, Yuma County, Arizona

June 9th 1951

That on this date, at Yuma, in the presence of witnesses, and under the authority of a Marriage License regularly issued out of the office of the Clerk of the Superior Court of the above named County and State, and bearing the Seal of said office, and acting under the authority conferred upon me by law, I performed the rites uniting

Raymond Merle Salesbury
and
Willie Lee Ham

IN THE BONDS OF MARRIAGE

I further certify and declare that a Certificate in due form to witness the facts stated as foregoing has been executed by us all in our respective capacities of contracting parties, witnesses, and officer performing the rites, and that said Certificate has been retained by me temporarily for recordation before its final delivery by mail to the Contracting Parties.

Witness my hand the day and year first above written.

Rev Arthur Rose
Person Performing Ceremony

R. H. LUTES WEDDING CHAPEL

Corner of First and Gila Sts.

One block from State Line

Two Blocks from Bus and Train Depots
PHONE: 3-4301

Marriage License secured day or night.

FILED

1951 JUN 18 AM 10 06

JAMES B MCLAY, CLERK
BY _____
DEPUTY

**MARRIAGE LICENSE
and CERTIFICATE**

Returned and filed for Record by

Rev Arthur Rose

and recorded in Book 176

of Marriage License and Certificate at

Page 465

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Clerk.

By _____
Deputy Clerk.

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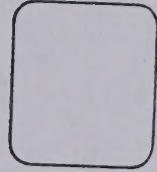


**YUMA'S FAMOUS WEDDING
CHAPEL**
Yuma, Arizona

Where the Stars are married, day
or night. Marriage license secured
seven days a week.



PUBLISHED BY BOB PETLEY PHOENIX ARIZONA



COLOR PHOTOGRAPHY BY BOB PETLEY



WILLIE HAM

The engagement of Miss Willie L. Ham to Roy M. Salisbury, son of Mrs. Beverly Salisbury, of Los Angeles, is announced by her parents, Mr. and Mrs. H. R. Ham. An August wedding is planned.
—Waterman Photo.



MISS WILLIE HAM
 To Be Bride Today

Salisbury-Ham Nuptials Set This Afternoon

Miss Willie Lee Ham, daughter of Mr. and Mrs. Herbert R. Ham, will wear a gown of satin, lace and net when she is claimed as bride by Raymond M. Salisbury this afternoon at 2 in First United Presbyterian Church. Rev. Edward Radloff will officiate. Joanna Goebel will sing accompanied by Mrs. Hazel Walton.

The bride, to be given in marriage by her father, also will wear fingertip veiling caught to a crown of lace and will carry a white orchid encircled with roses.

BLUE, PINK GOWNS

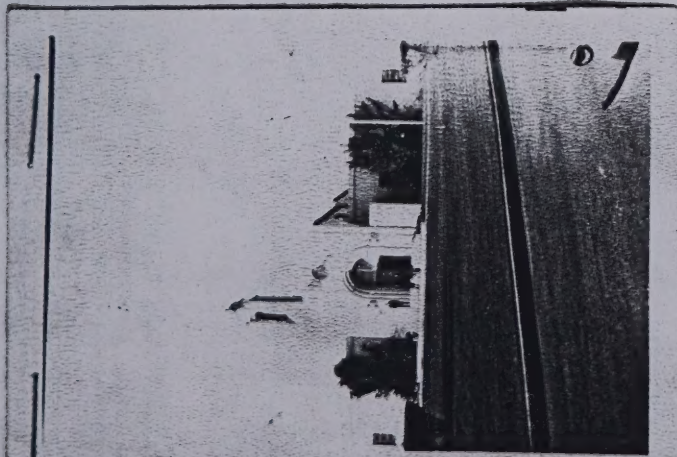
The attendants will be frocked in blue and pink satin and net with matching stoles. They will carry pink and blue flowers tied with contrasting ribbons. Mrs. Stanley C. Matthews (Maria Blazer) is to be matron of honor; Miss Dorla and Miss Donna Dunkle, Miss Dorothy King and Miss Mae Entwistle, bridesmaids. Dana Hardin, cousin of the bride, as flower girl will carry a blue basket filled with blossoms.

Jimmy Strickland is to serve as best man. Ushers will include George Squire, Pat Kelley, Stanley Matthews and Thomas Glazier.

RECEPTION IN CHURCH

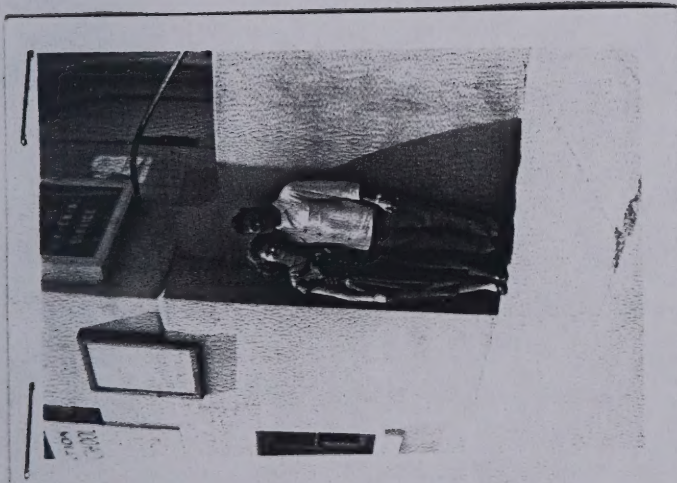
A reception for 200 guests will be held in the church social hall, where Mrs. Ham will receive in a light pink dress with black accessories and corsage of yellow roses.

Following a three-week honeymoon trip to Carlsbad Caverns, Grand Canyon, Yosemite National Park and San Francisco, the newlyweds will return here to reside at Apartment 24, 431 Olive St. The bride will travel in a blue-gray suit with navy accessories. She is a graduate of San Diego High School. Her bridegroom is in the Navy.



Thimble (on steps)
Willie Ham

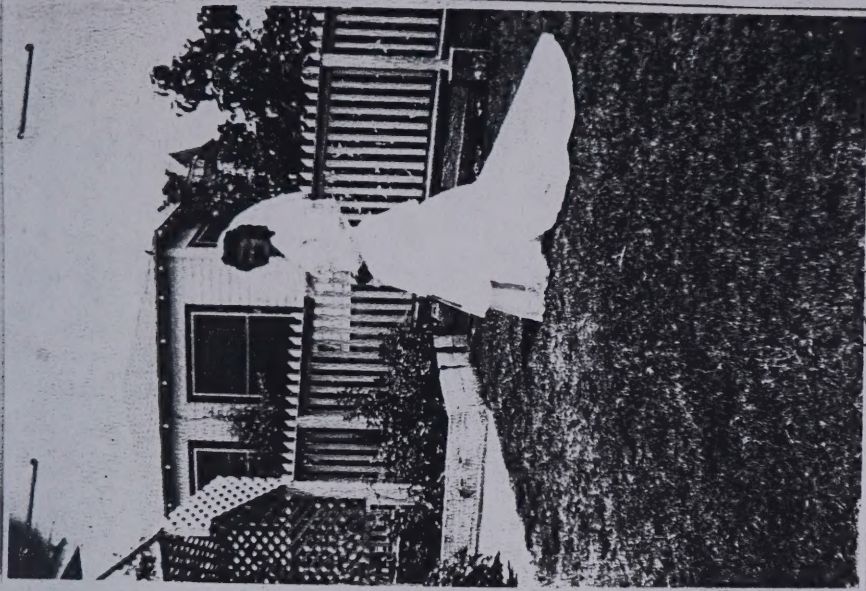
First United Presbyterian Church
2130 Market Street, San Diego, California
July 18, 1951



Willie Ham
Ray Salisbury



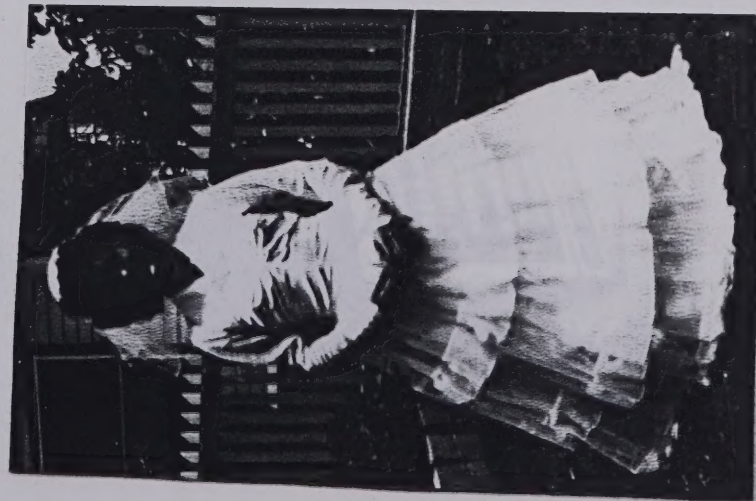
1951



Willie Ham
August 11, 1951
4104 Broadway
San Diego, California



Willie Lee Sam
 Aug. 11, 1951
 4104 Broadway
 San Diego, California





WILLIE HAM

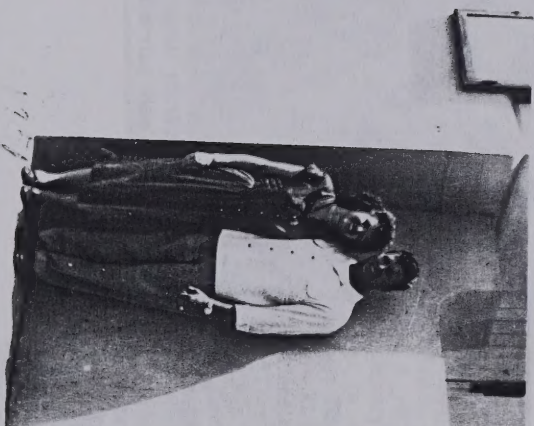
The engagement of Miss Willie L. Ham to Ray M. Salisbury, son of Mrs. Beverly Salisbury, of Los Angeles, is announced by her parents, Mr. and Mrs. H. R. Ham. An August wedding is planned. —Waterman, Photo.

Weddings of interest in August are

Willie Ham and Raymond Salisbury,

August 12, in this Church

NEWSPAPER ENGAGEMENT
ANNOUNCEMENT.



UNITED PRESBYTERIAN CHURCH
2130 MARKET STREET
SAN DIEGO, CALIFORNIA
WHERE WILLIE LEE HAM AND
RAY SALISBURY WERE MARRIED.



MISS WILLIE HAM
 To Be Bride Today

Salisbury-Ham Nuptials Set This Afternoon

Miss Willie Lee Ham, daughter of Mr. and Mrs. Herbert R. Ham, will wear a gown of satin, lace and net when she is claimed as bride by Raymond M. Salisbury this afternoon at 2 in First United Presbyterian Church. Rev. Edward Radcliff will officiate. Joanna Goebel will sing, accompanied by Mrs. Hazel Walton.

The bride, to be given in marriage by her father, also will wear fingertip veiling caught in a crown of lace and will carry a white orchid encircled with roses.

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WEDDING ANNOUNCEMENT IN NEWSPAPER
 OF WILLIE LEE HAM AND RAY SALISBURY
 12 AUGUST 1951 SUNDAY 2:00PM



REV. EDWARD RADCLIFF
 Leaving San Diego pastorate

Radcliff to Leave San Diego Church

The 9-year San Diego minister, American Friends' Service Committee career of Rev. Edward Radcliff, pastor of First United Presbyterian Church, will end Sunday.

Mr. Radcliff has announced to his congregation that he is accepting the pastorate of Westminster United Presbyterian Church of Los Angeles starting May 1.

A veteran of 27 years in the ministry, including 3 as instructor in an Istanbul, Turkey, college, Radcliff received his education at Columbia University and Princeton.

"This new assignment represents a challenge in an interesting field and that is the reason I am going," Radcliff said. "It is difficult to go because of the real friendships I've formed here and the interest I have had in San Diego causes."

Radcliff was president of the ministerial association, an organizer of the Civic Affairs Commission of the Council of Churches, and active on the

Both Radcliff's sons are graduates of San Diego High School. Peter is a sophomore at Oberlin College and David is a freshman at Westminster, Pa. College. His wife, Mary, who holds a degree from Teachers' College, Columbia University, supervised the junior department of the church here.

The congregation will meet tomorrow night to act on the resignation with Earl Murtzbaugh acting as chairman.

*The Minister That
 Moved us.*

REV. EDWARD RADCLIFF MARRIED WILLIE & RAY

State of California

County of San Diego

MARRIAGE



CERTIFICATE

I Hereby Certify that on August 12 1951
at San Diego California, under authority
of a license issued by the County Clerk of the County of San Diego, I, the
undersigned, as a Minister - First United Presbyterian Church, joined in marriage,
RAYMOND MERLE SALISBURY and WILLIE LEE HAM

in the presence of Katherine M. Matthews residing at San Diego, California
California, and James A. Stickland residing at U.S.S. Dixie
California.

Edward Radcliff
Signature of person solemnizing marriage



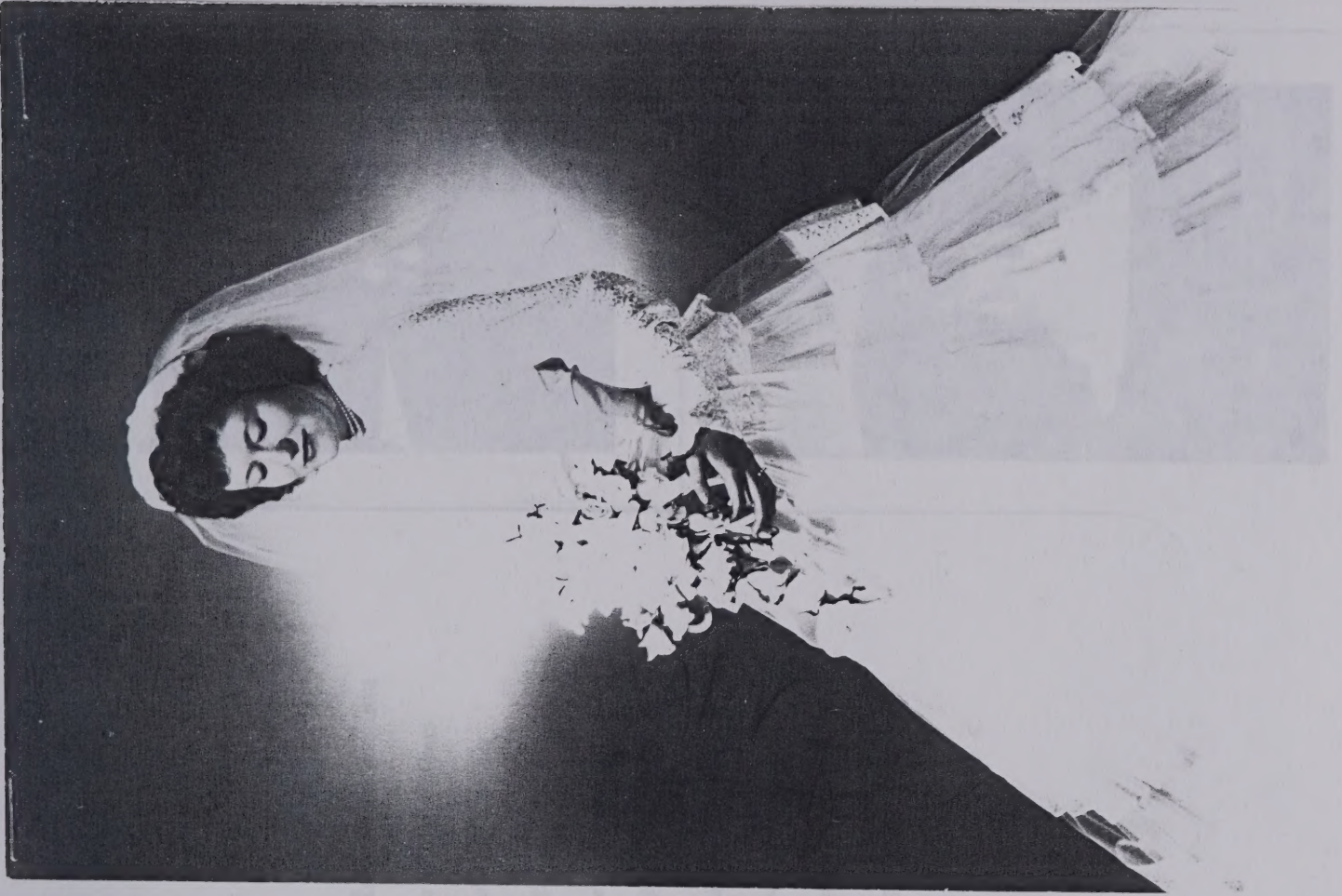


Willie (Sam) Salisbury



Ray }
Willie } Salisbury

August 12, 1951
First United Presbyterian Church
2130 Market Street
San Diego, California



Bridal Book



Mr. and Mrs. Herbert Reed Ham

request the honour of your presence

at the marriage of their daughter

Willie Dee

to

Mr. Raymond Merle Salisbury

on Sunday, the twelfth of August

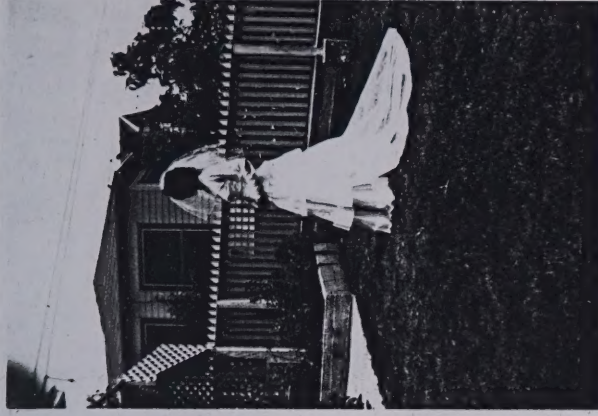
at two o'clock in the afternoon

First United Presbyterian Church

Twenty one thirty Market Street

San Diego, California

Reception following
in Church Social Hall







August 12, 1951

First United Presbyterian Church
2130 Market Street
San Diego, California

Willie Lee }
Herbert Reed } Sam



Aug 12, 1951

First meeting, Presbyterian Church
 2130 Market Street
 San Diego, California

William }
 Herbert }
 Reed }
 Johnson }

Sunday 12 August 1951 - San Diego
 First meeting, Presbyterian Church - 2130 Market Street
 San Diego, California - William Reed, Herbert Reed, Johnson



Sunday - 12 August 1951 - 2:00 p.m.
First United Presbyterian Church - 2130 Market Street -
San Diego, California - Willie Lee & Herbert Reed Ham



Dora
Bunkle

Mae
Emtunale

Dorrie
Bunkle

Kay

Wesley

Tom
Gladie

LaThene
"mae" Beyer
Blazer
Mathews

Rose
King

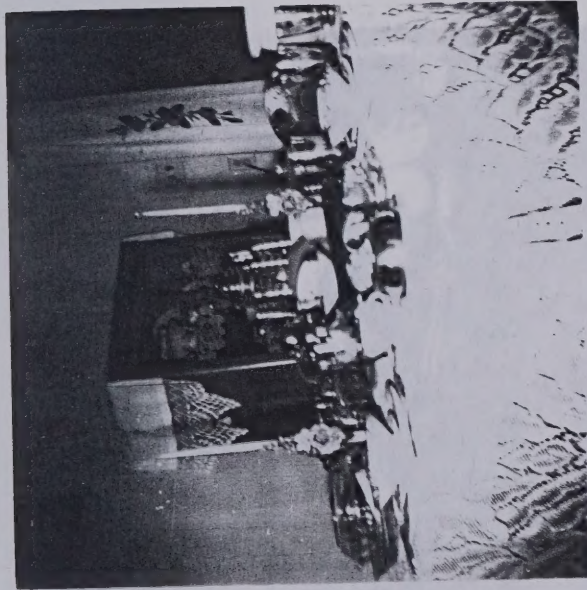
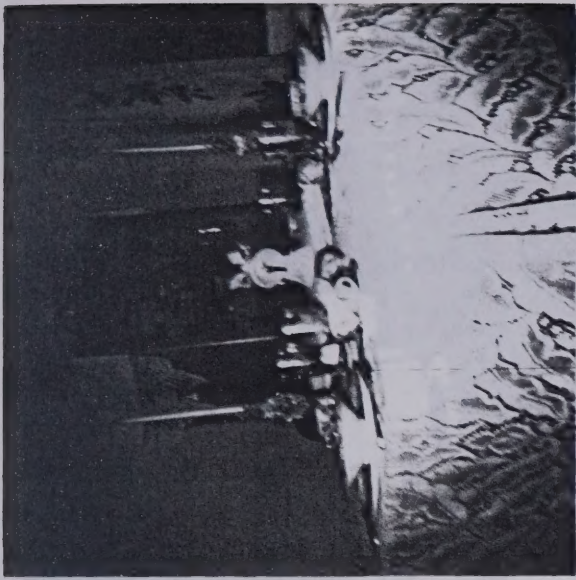
Marge
Kane

Stanley
Mathews

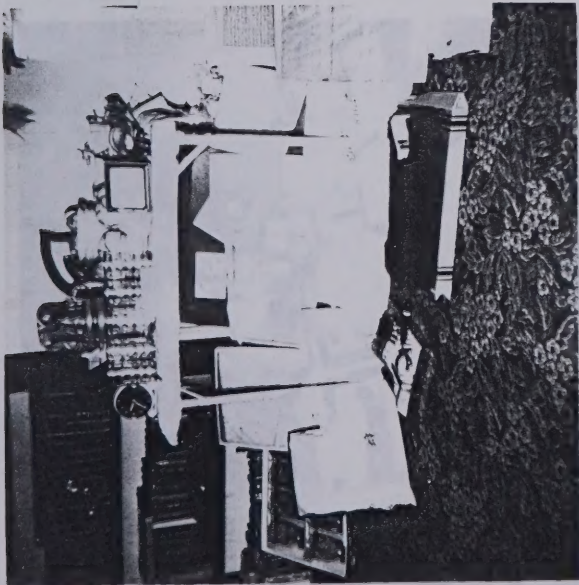
Jimmy
Brubaker

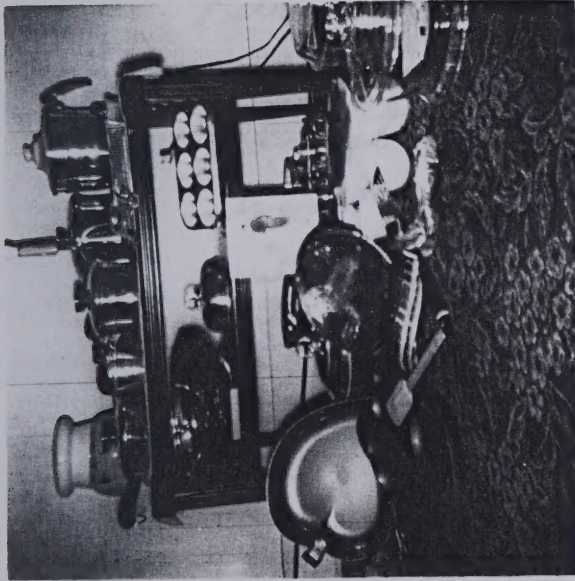
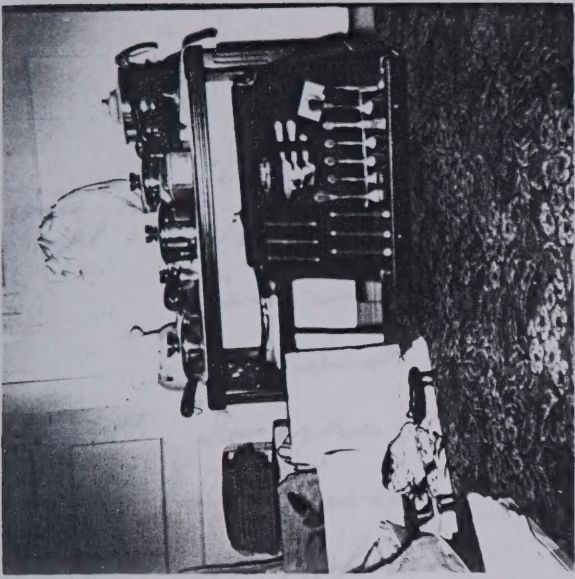
Pat
Kelley



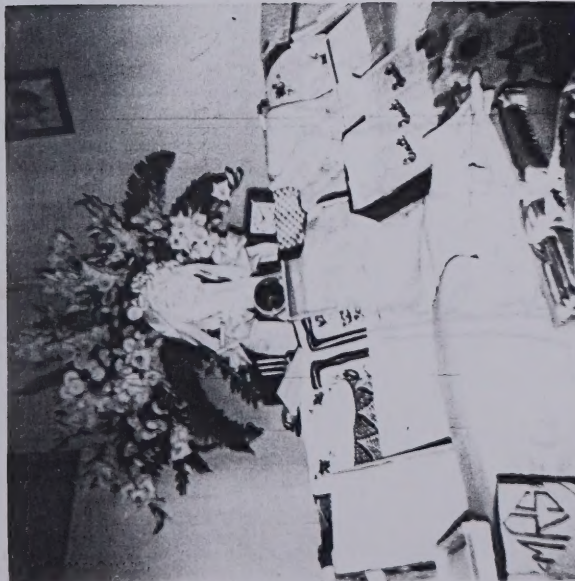


WEDDING GIFTS





WEDDING GIFTS



Honey moon

	El Paso	10:20 a m		
3 rd night	White City	6:00 p m	Motel	14 Aug 1951
	Caverns	8:00 A M	Visit To Carlsbad Caverns	15 Aug 1951
	Carlsbad	5:00 p m		15 Aug 1951
4 th night	Socorro	12:05 p m	(Slept along side of Road in	15 Aug 1951
	Sprngville	8:15 A M	Drove to town for breakfast	16 Aug 1951
	St Johns	9:05 A M		16 Aug 1951
5 th night	Chino, Arizona		Motel	16 Aug 1951
	Petrified Forest, Az.	10:15 A M	Visited Petrified Forest	17 Aug 1951
	On to Hobrook by	1:00 p m		17 Aug 1951
	Flagstaff	4:00 p m		17 Aug 1951
	Grand Canyon		Morning at Grand Canyon	18 Aug. 1951
	Williams			18 Aug 1951
	Kingman	12:30 p m		18 Aug 1951
	Boulder Dam	3:15 p m	View of Dam	18 Aug 1951
	Las Vegas	5:25 p m	Stopped for several hours + Dinner	18 Aug. 1951
	Barstow			
	Bakersfield	3:50 A M	slept in car a couple hours	19 Aug 1951
	So. San Francisco	10:00 A M	Big Breakfast	19 Aug 1951
	Left	AM	arr.	21 Aug 1951
	Yosemite	arr. 4:00 PM		21 Aug 1951
	Leaving Yosemite	3:15 p m		25 Aug 1951
night	So San Francisco	9:15 p m		Arr 25 Aug 1951
		8:50 A M	8/29/51 → Left	
	<u>Arrived Home</u>	3:00 p m	<u>8/29/51</u>	

Total miles 3,749

DISTRIBUTED BY SOUTHWEST POST CARD CO., BOX 685, ALBUQUERQUE, N. M.

P.F.43—CROSS SECTION OF PETRIFIED LOGS,
PETRIFIED FOREST, ARIZONA

A prime mystery of geology—thousands of acres of agatized logs that lie prone on the ground in a vast basin, once the bed of an ancient sea. The cross sections reveal brilliant colors—every tint of the rainbow.

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18-K-2512

POST CARD



Carlsbad Caverns



NATIONAL PARK . . New Mexico

ENTRANCE
CARLSBAD CAVERNS NATIONAL PARK
NEW MEXICO

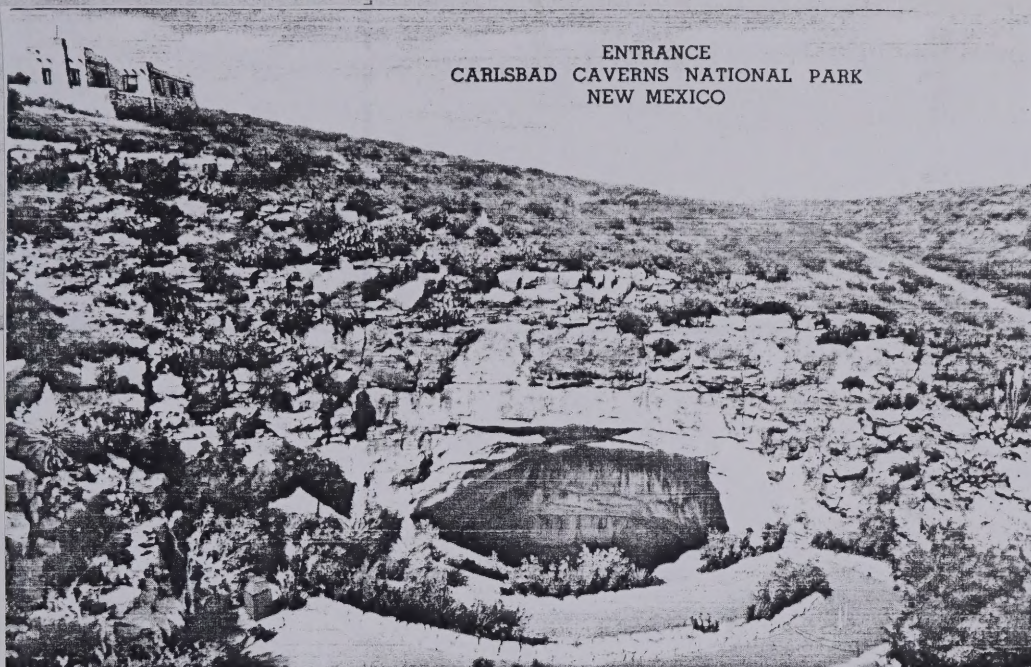
The approach to the entrance of the Caverns is a beautiful sight when the cacti are in bloom. The pueblo style house, built of native stone, is one of the quarters for Park employees. Winding paved trails lead to this underground Fairyland in NEW MEXICO. The orange coloring on the face of the Cavern entrance rock is caused by iron oxide stain. Indians lived near the Caverns entrance many years ago and nearby are mescal pits which were used for cooking. The temperature in the Caverns is 56° summer and winter. The Caverns are open the year 'round. Cavern Trips: 9-10-11-12:15 daily, M.S.T.

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ENTRANCE
CARLSBAD CAVERNS NATIONAL PARK
NEW MEXICO

TWIN DOMES
CARLSBAD CAVERNS NATIONAL PARK
NEW MEXICO

These twin formations are found in the Big Room which is about 2,000 feet long, 1,100 feet wide and the ceiling arches 285 feet above the floor. After lunch, which is served in the Caverns, these twin formations are seen from the winding paved trails in this underground Fairyland in NEW MEXICO. The temperature in the Caverns is 56 degrees summer and winter. The Caverns are open the year 'round. Cavern trips: 9, 10, 11, 12:15 Mt. Std. Time.

EMLER, CARLSBAD, N. MEXICO

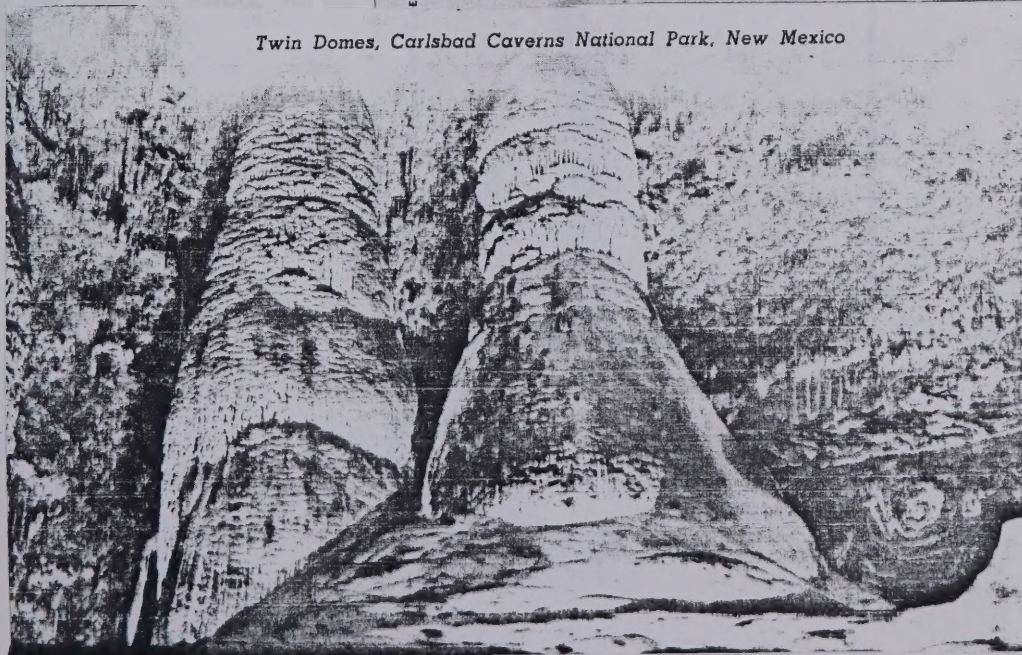
"TORTONE" POST CARD (REG. U. S. PAT. OFF.)

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STAMP
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9B-H1470

POST CARD

Twin Domes, Carlsbad Caverns National Park, New Mexico



GREEN LAKE
CARLSBAD CAVERNS NATIONAL PARK
NEW MEXICO

This spectacular lake or pool is about 16 feet long, 10 feet wide and 8 feet deep, and the formations above are reflected in the clear water. Light reflection gives the water a green tint. This lake is seen on the lower levels of this underground Fairyland in NEW MEXICO before lunch, which is served in the dining room, 754 feet below the surface. The temperature in the Caverns is 56 summer and winter.

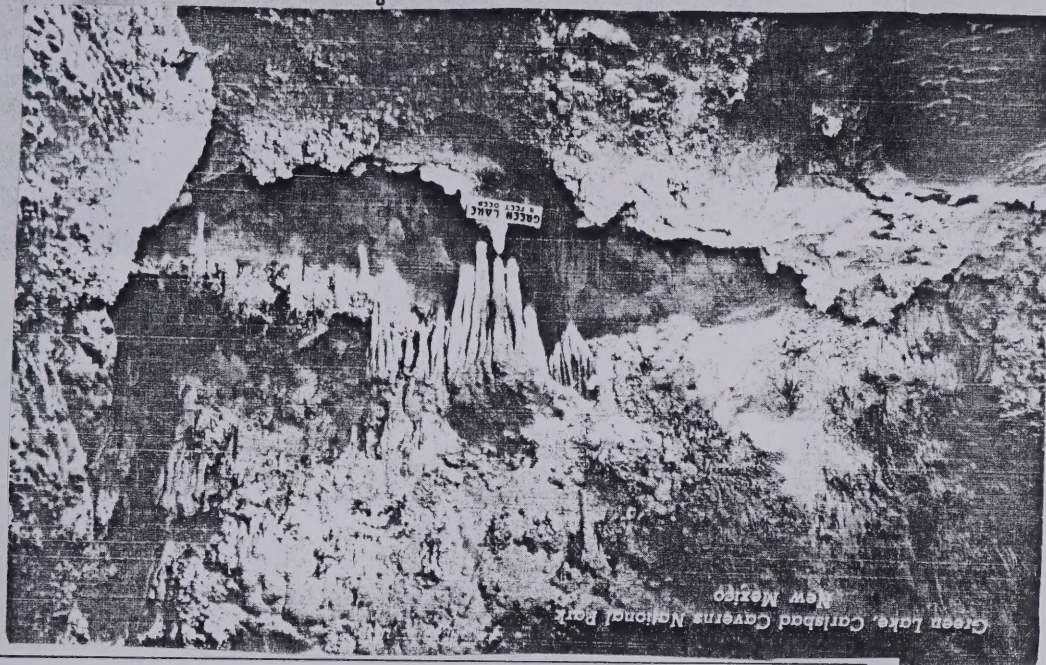
The Caverns are open the year 'round.
Cavern Trips: 9-10-11-12:15 daily M.S.T.

COLORSTONE POST CARD (REG. U.S. PAT. OFF.)

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OC-H1803

POST CARD



BAT FLIGHT FROM CAVERN ENTRANCE
CARLSBAD CAVERNS NATIONAL PARK
NEW MEXICO

This photo was taken from the downward trail in the entrance to the Cavern, looking up. There are an estimated 3,000,000 Bats at times, and the flight covers a period of from two to three hours. This wonderful sight led to the exploration of the Caverns by Jim White. From the middle of May to early October the Bats emerge each evening at dusk and fly off in a southeasterly direction nine times out of ten. Their return to the Caverns starts around midnight, and lasts until day break. The Bats stay in a remote part of the Caverns and are not seen on the regular trips through the Caverns. The temperature in the Caverns is 56 degrees summer and winter.

The Caverns are open the year 'round.
Cavern trips: 9-10-11-12:15 Mt. Std. Time

GENUINE CURTIS-CHICAGO "C.T. ART-COLORSTONE" POST CARD (REG. U.S. PAT. OFF.)

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OC-H1038

POST CARD



FROZEN WATERFALLS
CARLSBAD CAVERNS NATIONAL PARK
NEW MEXICO

This large "Waterfall" is truly a remarkable sight as one gazes up at the pure white limestone formation. The imagination can run riot in this underground Fairyland in NEW MEXICO, which discloses innumerable wonders as the winding paved trails lead from one "Room" to another, even to an immense dining room where lunch is served. The temperature in the Caverns is 56° summer and winter. The Caverns are open the year 'round. Cavern Trips: 9-10-11-12:15 daily, M.S.T.

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98-H951

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Principal Points of Interest

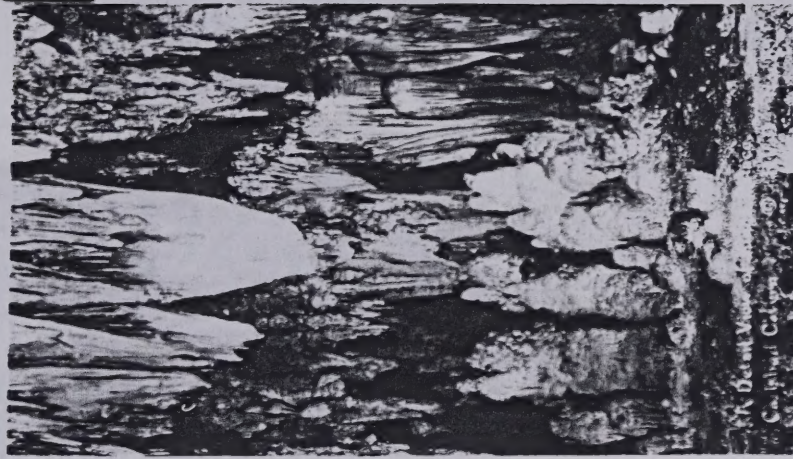
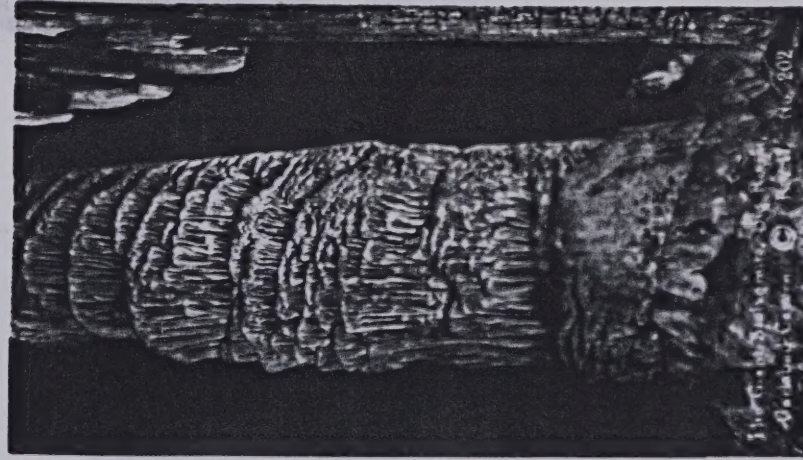
CARLSBAD CAVERNS

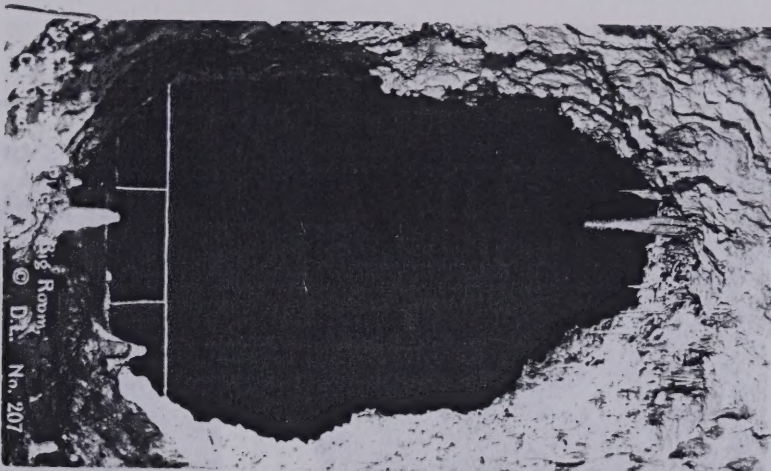
WORLD'S LARGEST CAVE

ADMINISTERED BY THE NATIONAL PARK SERVICE
WITH ELEVATOR AND LUNCH SERVICE
750 FEET UNDERGROUND

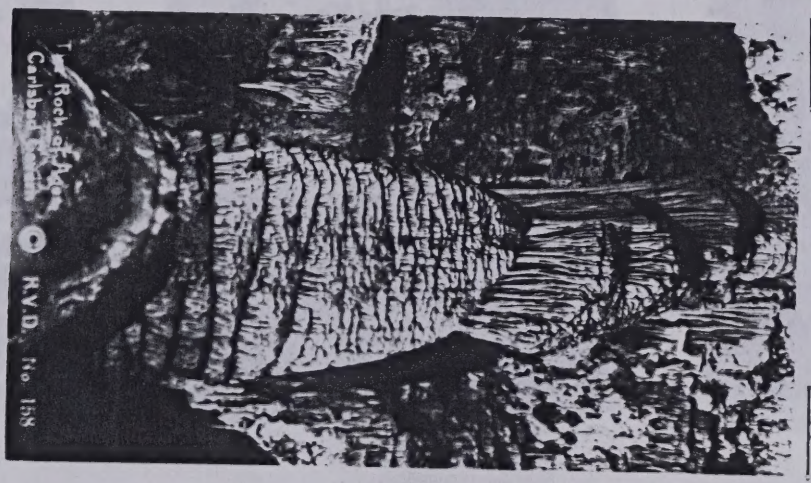
CAVERN SUPPLY COMPANY

CARLSBAD CAVERN NATIONAL PARK — Carlsbad, New Mexico

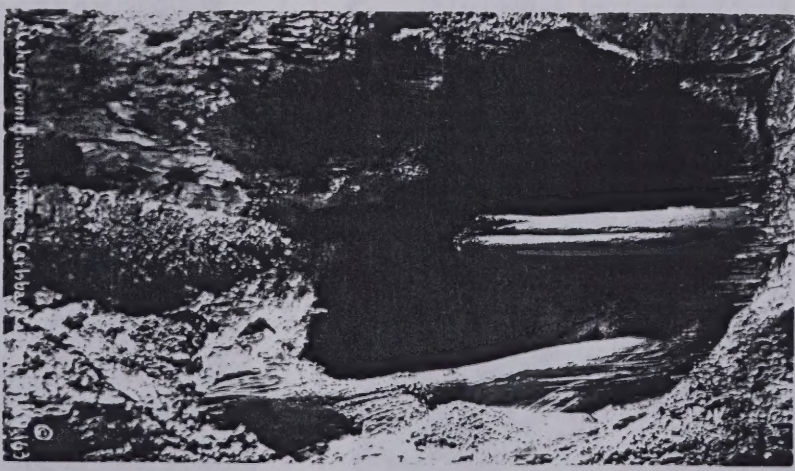




Big Room
© D.L. No. 207



The Rock of the
Carlsbad Caverns
© R.V.D. No. 188



Alky Form (see) (1963)
©



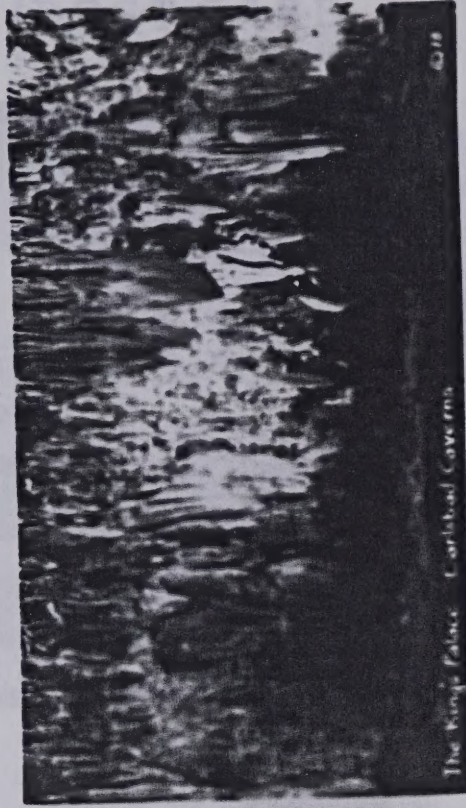
The Chapel of Santa Rosa
© R.V.D. No. 189



© R.V.D. No. 138

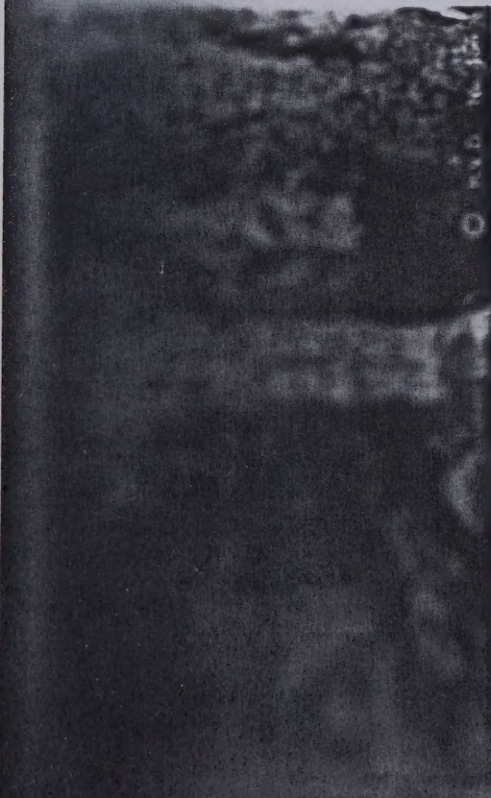
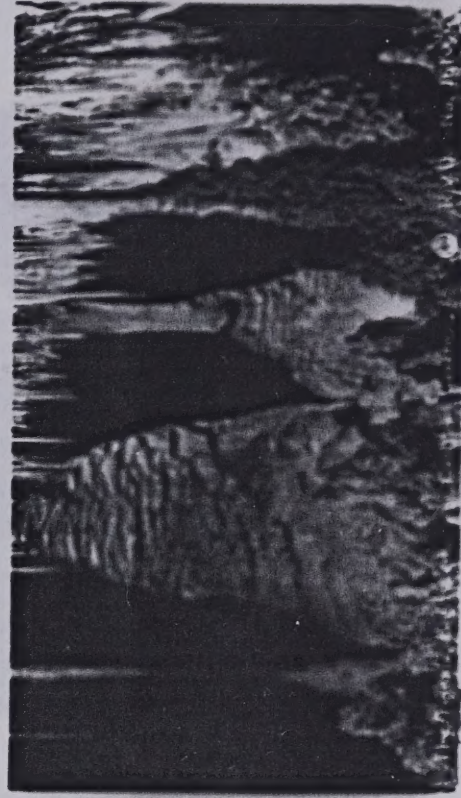
Carlsbad

Chief Chamber

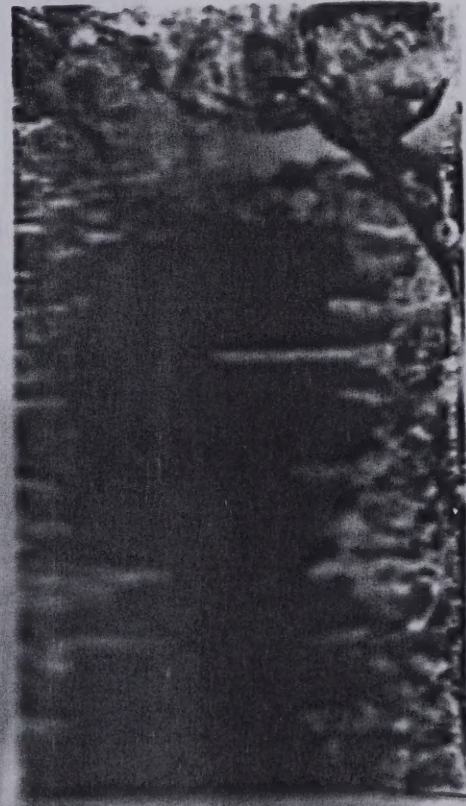


The King's Palace - Carlsbad Caverns

© 19



© R.V.D. No. 139



Carlsbad Caverns

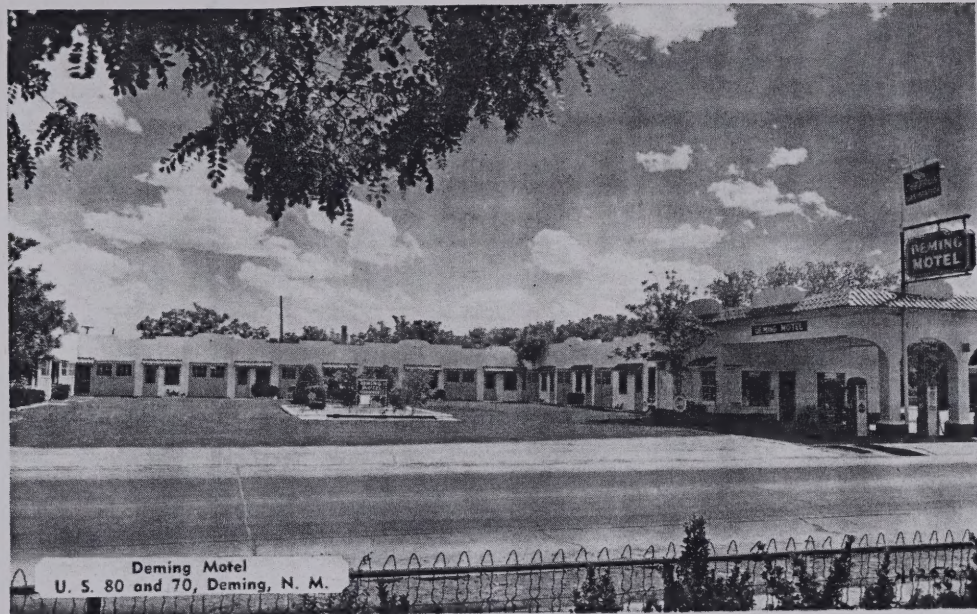
"IN THE KINGDOM OF THE SUN"
 DEMING MOTEL—13 Modern Units, Air Cooled, Steam
 Heat, Closed Garages. Deming Motel Service Station
 —Chevron Products. 4 blocks from business district.
 Water 99.99% Pure. Phone 417J. Mr. and Mrs.
 P. H. Lacey, Jr., owners. Deming, N. M.

earl River, N. Y.

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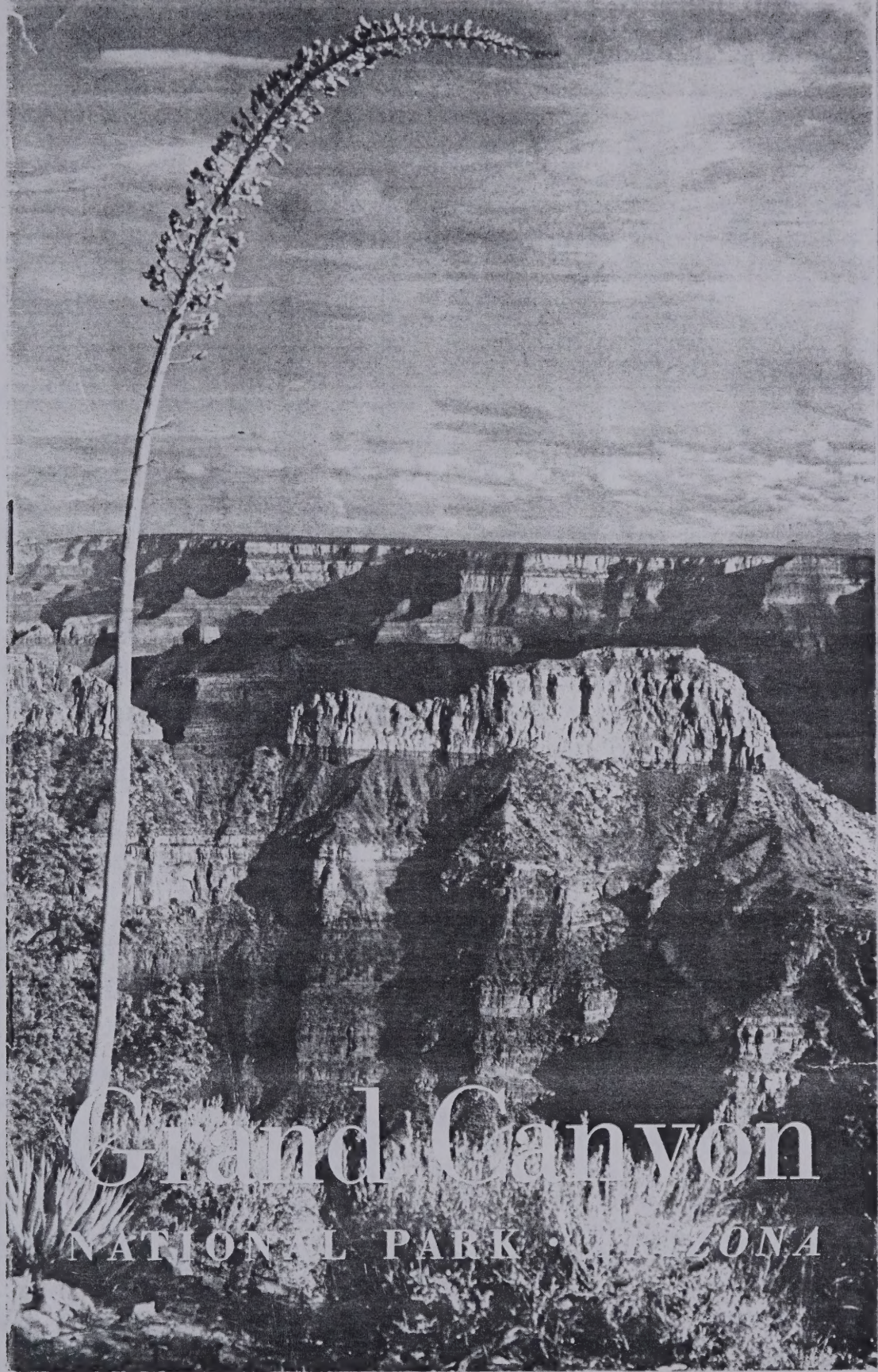
Pub. by Morgan's Studio, Deming, N. M.

13 Aug 1951



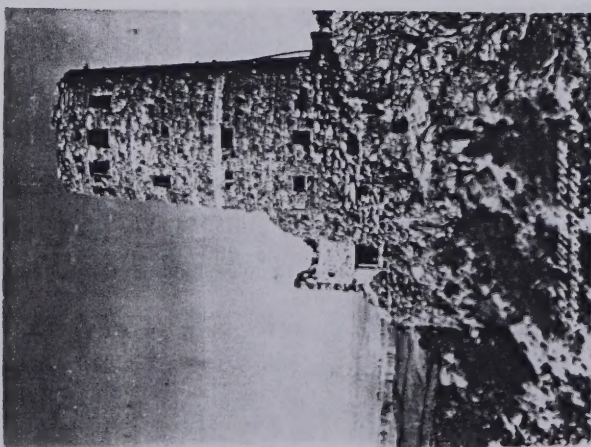
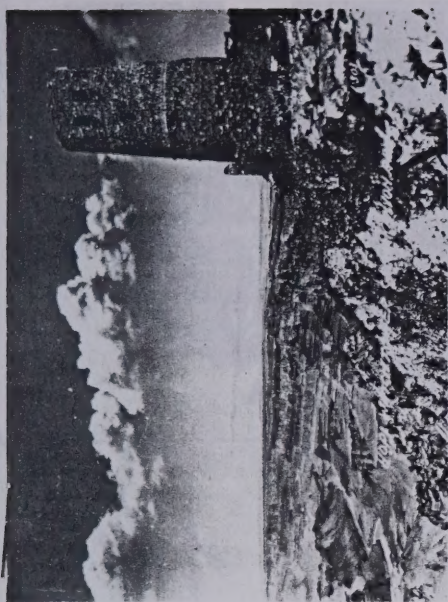
Deming Motel
 U. S. 80 and 70, Deming, N. M.





Grand Canyon

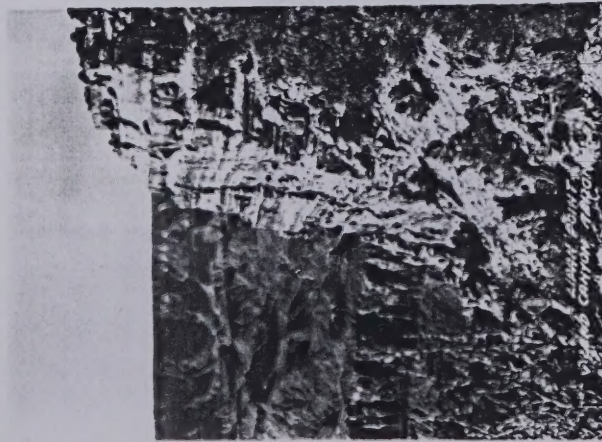
NATIONAL PARK • ARIZONA



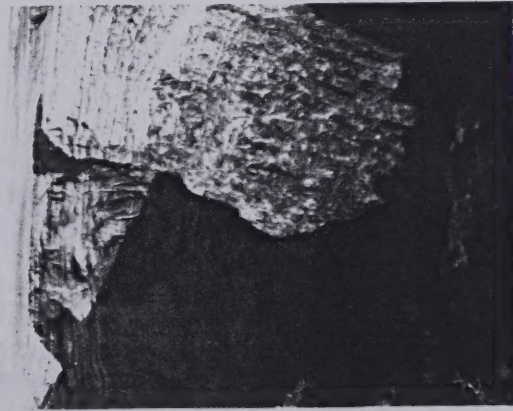
August 1951
Visit to the
Grand Canyon
Arizona



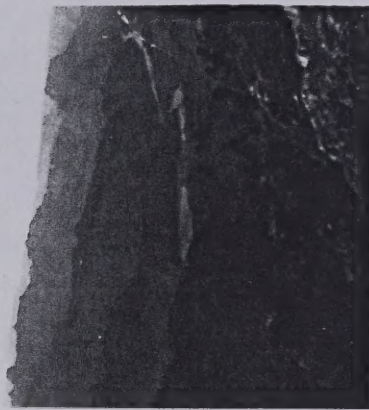
Observation Tower
in Grand Canyon
Arizona Aug. 1951



Grand Canyon
Arizona



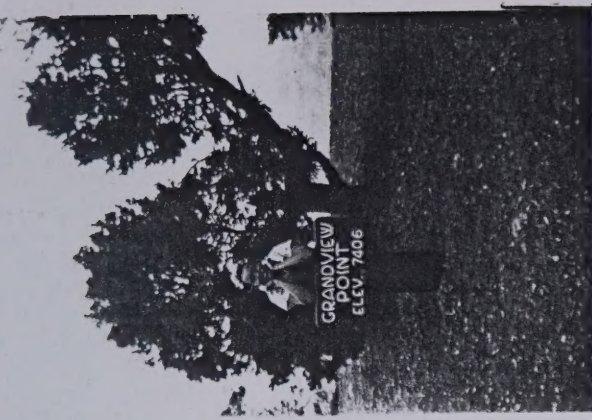
Rock Formation



Colorado River



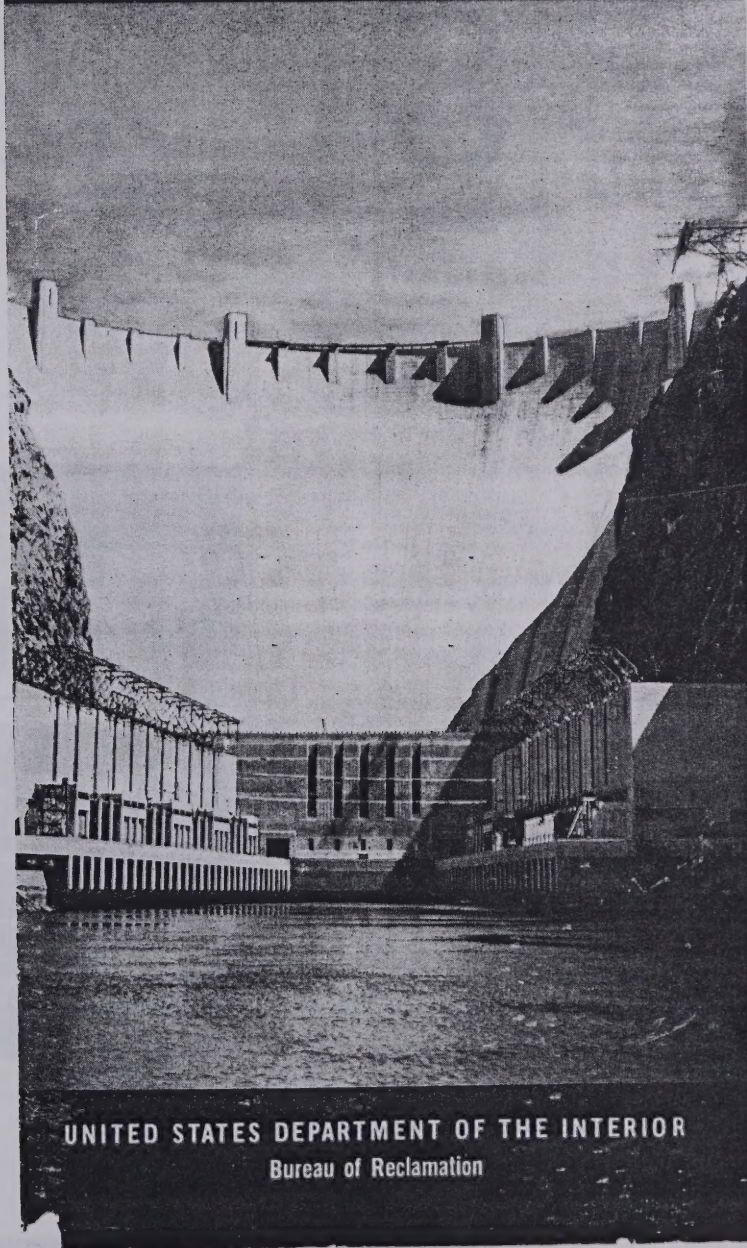
Rock Formation



White Lee (Hill)
Sedimentary

18 August 1951 - Tour of Dam

Hoover Dam



UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Reclamation

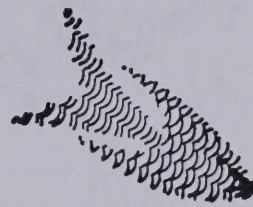


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NO.

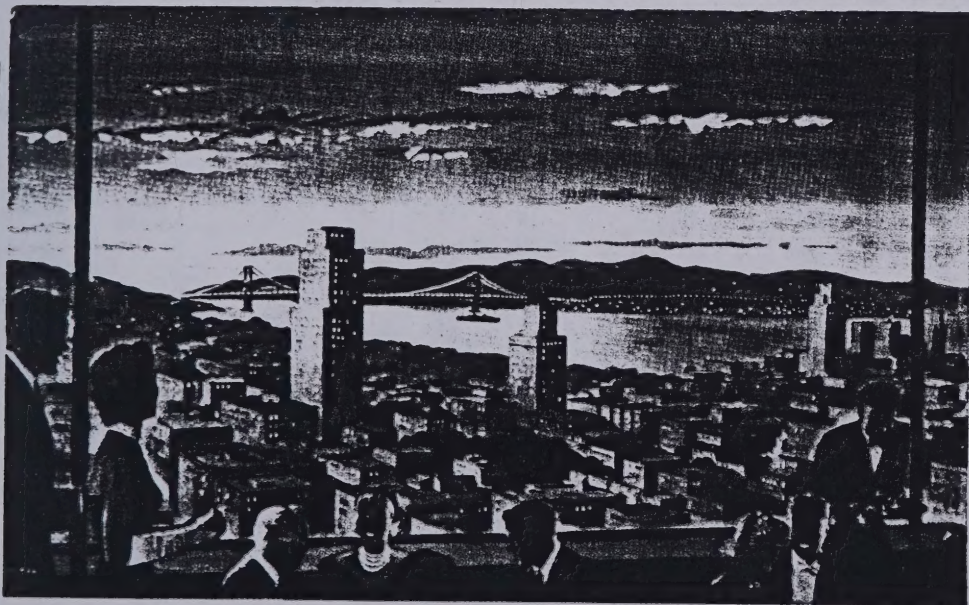
8

fisherman's wharf
san francisco



August 1951

27 August 1951
Dinner - Dave & Jan
Ray & Willie Lee Sabishu



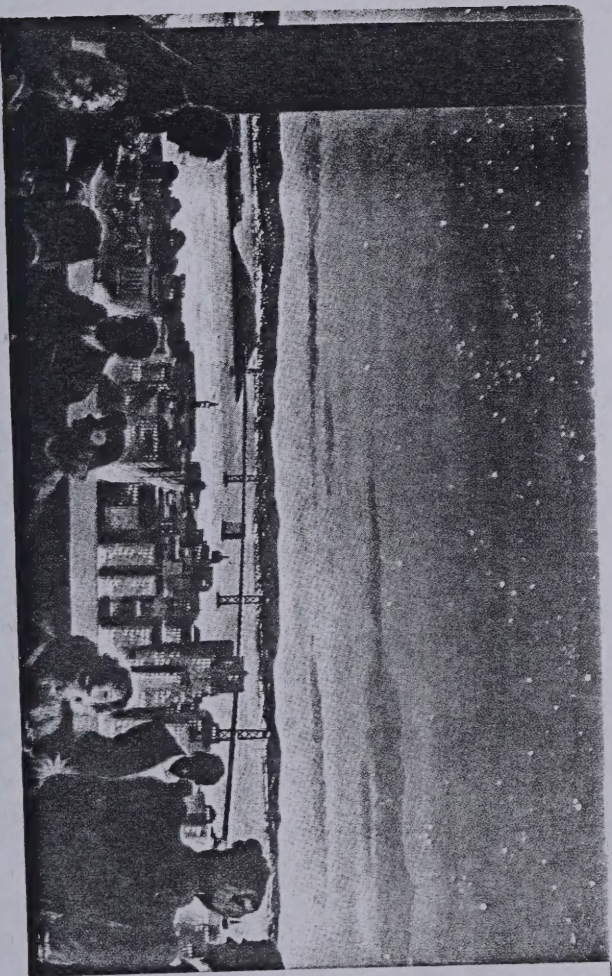
Top of the Mark • HOTEL MARK HOPKINS • SAN FRANCISCO

To see the view
& for drinks &
hors d'oeuvres.

28 August 1951

The Top of the Mark is located high in the sky on the topmost floor of Hotel Mark Hopkins. The luxury and glamour of this unique room and the breathtaking panorama from its windows combine to make it America's most spectacular cocktail lounge.

Geo. D. Smith, Gen'l Manager



Top of the Mark • HOTEL MARK HOPKINS • SAN FRANCISCO

Dave + Jan took us here while on honeymoon.



The Top of the Mark is located high in the sky on the topmost floor of Hotel Mark Hopkins. The luxury and glamour of this unique room and the breathtaking panorama from its windows combine to make it America's most spectacular cocktail lounge.

Geo. D. Smith, Gen'l Manager



Some of Jan Salisbury's Family



Sept. 21, 1951

Jan's ^{Ann} sister, ^{Bill} husband, mother ^{Katherine Gertrude} & ^{Barbara} children & ^{Kenny} & ^{Sibson}

① Billy - age 1

② Mary Francis 8 weeks

Ann & Bill Skaggs

64



Dave Salisbury
at work - Bartender
San Francisco, California

YOSEMITE NATIONAL PARK, CALIFORNIA
THE FIRE FALL, GLACIER POINT

Each night during the summer season, for the pleasure of their guests and all visitors to Yosemite, the management of Camp Curry has established a gorgeous spectacular custom. A huge bonfire is built on Glacier Point, 3,200 feet directly above the Camp Curry. At the conclusion of the nightly camp fire, the flames are pushed from the Point above, and a cataract of fire falls nearly 900 feet in a tinkling and cascading to a barren rocky ledge below.

22 Aug 1951

Dearest Mother & Dad,

Hi! This is what we saw last night at 9:00 o'clock it was sure beautiful, I took some movies of it sure hope they come out. Everything was in total darkness, it's sure breath taking.

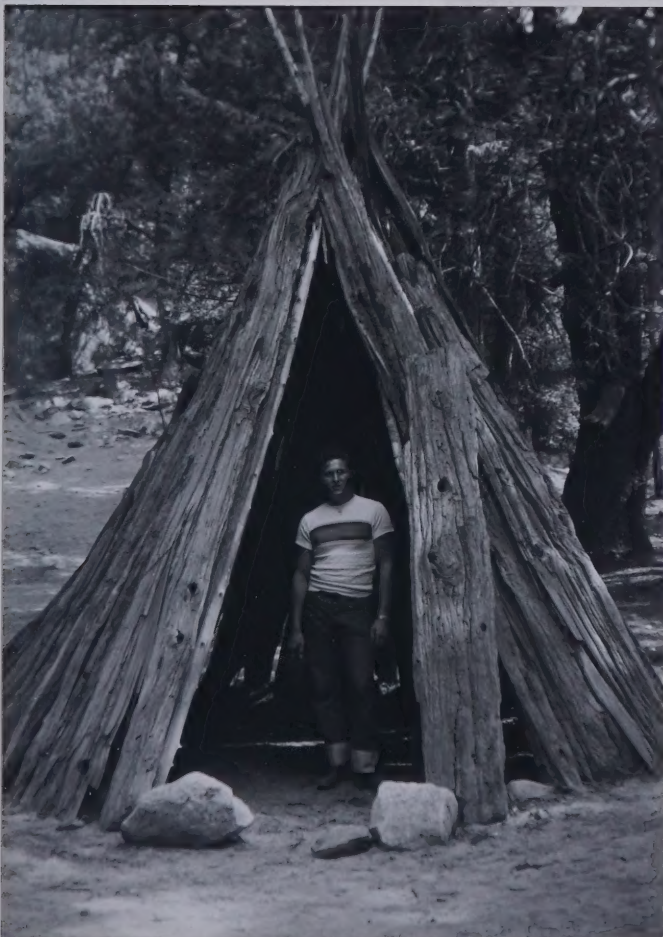
We're having a wonderful time, we took a 6 mile hike yesterday. The top of the Vernal and Nevada falls were up when we got back took a shower and slept for 2 hrs then got up and ate at Yosemite Lodge - was pretty good. Well here's stinky so was let her say word. Love Ray.

Howdy everybody, this morning I'm sleepy but my sweet little husband won't let me get my rest. Holly are we ever having fun. Yesterday I thought I would drop dead before we got to the bottom of the mountain. But it was loads of fun and worth the wait. The fire fall



Fun is
Post Card

Mrs. & Mrs. F. B. Ham
4104 Broadway
San Diego, California



25.10.1959

HARRY JAMES

PLUS

**HARRY
LOSCOR**

HARRY JAMES
and ORCHESTRA
featuring
JOHN O'BRIEN
EDDIE ANDERSON
SONNY PAYNE



HARRY JAMES

HARRY LOSCOR

VIC BARNUM

October 1 - 11

AND COMING

EDDIE ANDERSON

October 22 - November 1

JACK BENNETT & THE LIVERIES

November 12 - December 1

THEIR OWN

December 12 - January 1



3 Nov. 1957

HARRY JAMES

PLUS

**BUDDY
LESTER**

HARRY JAMES
and ORCHESTRA
featuring
JOANIE O'BRIEN
ERNIE ANDREWS
SONNY PAYNE



SHOWS NIGHTLY

TWO DRINK MINIMUM
PER PERSON PER SHOW



"RENO'S BIGGEST LITTLE SHOW ROOM"

RENO, NEVADA

APPEARING NEXT ...

VIC DAMONE

October 1-21

AND COMING ...

GEORGE GOBEL

October 22 - November 11

JACK BEDIENT & THE CHESSMEN

November 12 - December 9

BRENDA LEE

December 10 - January 6

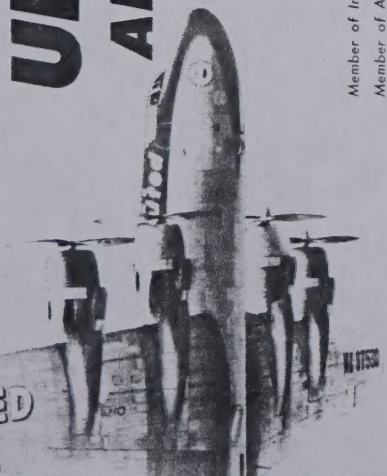
*Dave & Jan } Salisbury
Ray & Willie Lee }*



162 B

5959 So. Cicero Ave.,
Chicago 38, Ill., U.S.A.

Member of International Air Transport Association
Member of Air Transport Association of America.



Each Passenger should carefully examine this ticket, particularly the Conditions on the next page.

Week-end

3 + 4 November 1951

Trip to Nevada with
Dave & Jan Salisbury

Raymond Saliskury's
ticket

[illegible]

San Francisco, California

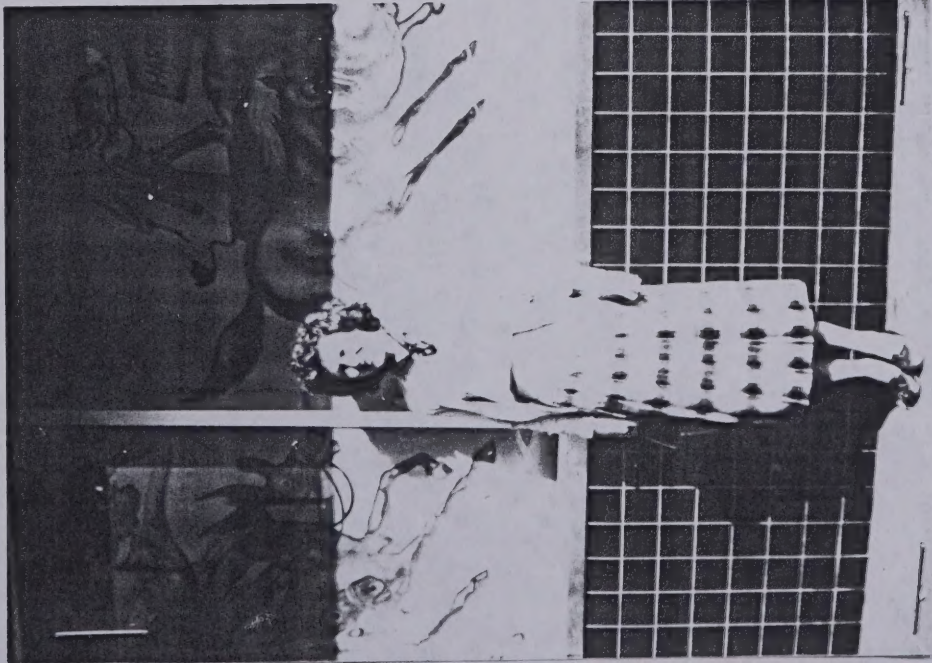
to
Reno, Nevada

to
San Francisco, California



Wed 4th of November 1937
 Ray's father & Step mother
 took Willie & Ray Salisbury
 to Reno, Nevada
 Left South San Francisco, CA
 & went to Reno Nevada
 DCB - United Book Co.

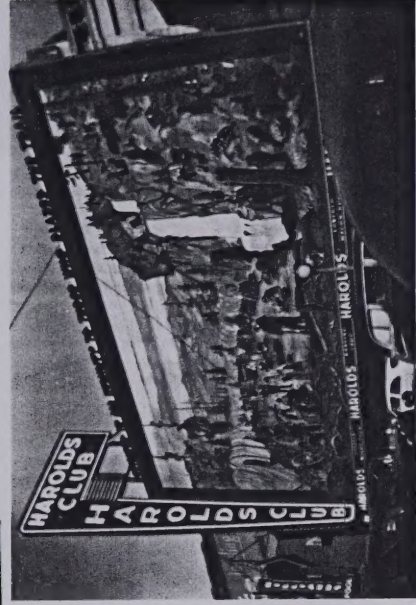
at the Harold's Club, in Reno, Nevada



Willie Lee (Liam) Salisbury



Raymond Willie Salisbury







Famous for

Southern Fried Chicken

with Biscuits and Honey

Ask Your Friend or Neighbor Who Has Been Here

Four Miles South of Reno, Nevada,
on Highway 395

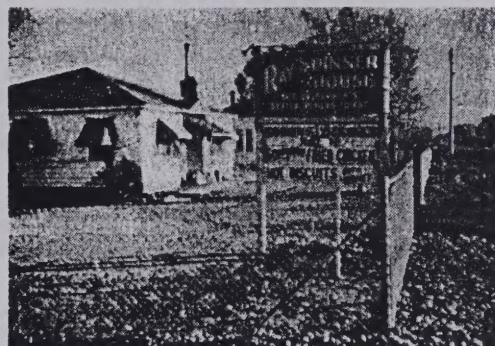


Your Favorite Drinks - - - Mixed as You Like Them

* RAY and "WILLIE" RIGGS - - - Your Hosts

Souvenir

Wine List



Ray's  **DINNER HOUSE**
SOUTH VIRGINIA RD. **RENO, NEVADA**
ONE OF NEVADA'S BETTER PLACES TO EAT ★

Wade & Jan } Salisbury
Ray & Willilee }
had dinner here just
before flying back to
San Francisco, California.



RED TABLE WINES

Ruby Red Table Wines like rich full flavored Burgundy, Vin Rose and Cabernet—add a crowning touch to the savory aroma of Juicy Steaks, Roasts and Chops . . . You'll find wines like these add a note of Liesurely Enjoyment—a note of quality to your dinner.

BURGUNDY

	Small	Large
*Almaden Sonoma Red	1.15	2.00
Beaulieu Vineyards	1.15	2.00
Beringer Bros.	1.15	2.00

CABERNET

	Small	Large
*Almaden Cabernet	1.15	2.00
Beaulieu Vineyards	1.15	2.00
Beringer Bros.	1.15	2.00

VIN ROSE

	Small	Large
*Almaden Grenache Rose	1.15	2.00

RAY'S WINE FEATURE ALMADEN GRENACHE ROSE (Pink Wine)

*... fresh and fragrant as a spring garden ...
equally delightful with any type of food ...*

Small Bottle—For 2.....	1.15
Large Bottle—For 4.....	2.00



WHITE TABLE WINES

Fine White Table Wines like Sauterne, Chablis and Riesling, their soft fragrance and distinctive flavors mingled with the tender meats of Chicken, Fish and Seafood — make each taste piquant and appetizing, inviting you to enjoy dinner to the full.

SAUTERNE

	Small	Large
*Almaden Dry Semillon	1.15	2.00
Beaulieu Vineyards	1.15	2.00
Beringer Bros.	1.15	2.00
B & G (Imported)		3.50

CHABLIS

	Small	Large
*Almaden Mountain White	1.15	2.00
Beaulieu Vineyards	1.15	2.00
Beringer Bros.	1.15	2.00

RIESLING

	Small	Large
*Almaden Johannisberg	1.15	2.00
Beaulieu Vineyards	1.15	2.00
Beringer Bros.	1.15	2.00

SPARKLING WINES

	Small	Large
*Almaden Champagne (Extra Dry)	3.00	5.00
*Almaden Sparkling Burgundy	3.00	5.00

CHAMPAGNE COCKTAIL

Different, Delicious	1.00
----------------------	------

MADRONE PONIES

Individual Red, White, Pink Ponies

Two Servings.....	.50
-------------------	-----

... in attractive souvenir "take home" bottles

** The above wines were personally selected by Frank Schoonmaker, America's leading wine authority.*



~~Oct. 1955~~ 1951

Raymond Salisbury

Ray Salisbury

November 1951

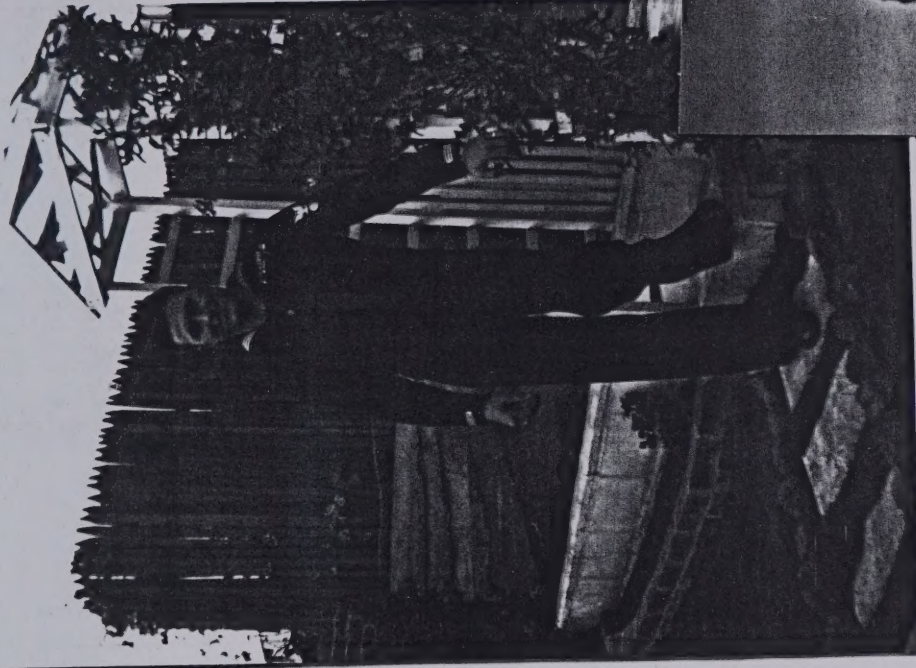
208 Indian Drive
San Francisco,
California

Ray's Father & Steps
Mother's home

Willie Lee (Grand) &
Ray Salisbury

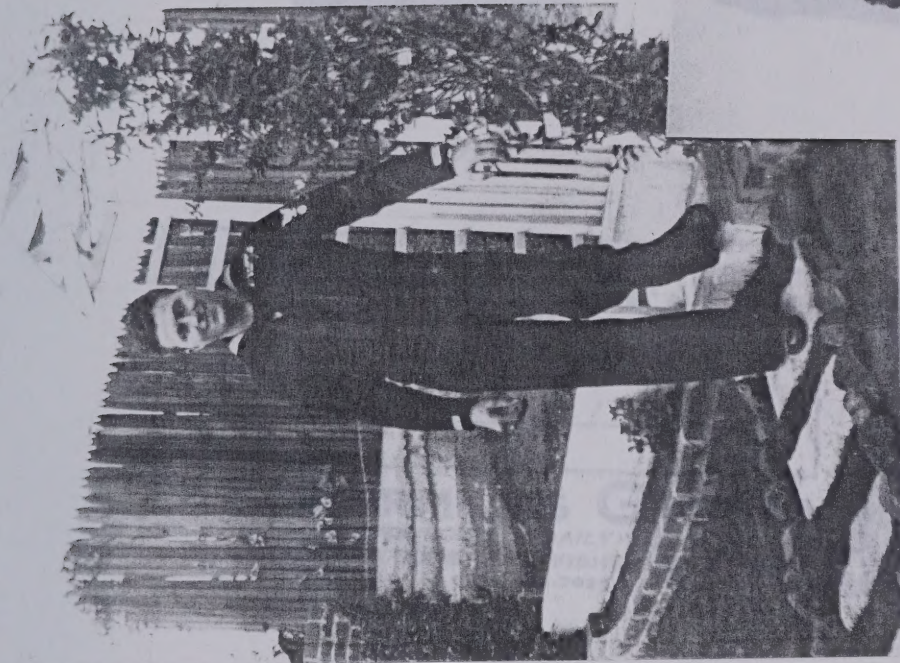


1951 Raymond Merle Salisbury
San Diego, California
Stationed aboard the USS Duane

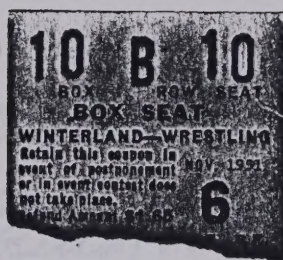
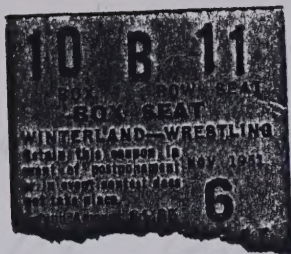




*Don Williams
Catherine
Nov 17 1945
Ray Williams
Submarine*



*Don Williams
Catherine
Nov 17 1945
Ray Williams
Submarine*



San Francisco
Wrestling Match
Dave & Jon } Salishbury
Ray & Willie Lee }

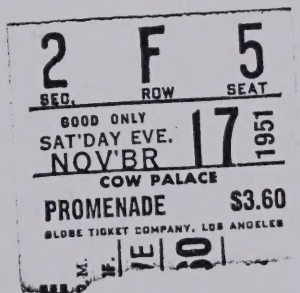
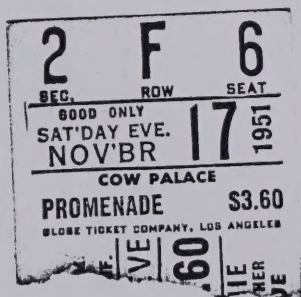
No Mistakes Rectified After Leaving Box Office

SONJA HENIE AND HER ICE REVUE • NIGHTS 8:30
Sat., Sun. Mats. 2:30
COW PALACE - GENEVA AVE. AT RIO VERDE

Sat. 11/17

FISHERMEN'S GROTTO
DELICIOUS SEA FOOD DAILY 10 A.M. - 2 A.M.
M. GERALDI & SONS - No. 9 FISHERMEN'S WHARF
BANQUET ROOMS • ORDWAY 3-7025 • COCKTAIL BAR

San Francisco
California
Nov. 17, 1951
Ray & Willie Lee
Salishbury



San Diego City & County Directory

1952 - Salisbury, Raymond ^{Willie} (Billie) USN
1234 13th A.D.

1973 - Salisbury, Raymond (Shirley) USN
+ 1514 Wauwood Rd.

Telephone Book - San Diego County

1953 - Salisburg, ~~Raymond~~ Rm 4316 Marl -
borough Ave. Talbot 1-0366

1954 - Salisburg, Rm 4316 Marlboro
ATwater 1-0366

1965 - Salisburg, Raymond M. 8314 San
Carlos Dr. 469-9844

1966 - same

1972 - Salisburg, Raymond Mrs 1514 Watford,
Red. Lemon Grove) 461-4375

Salisburg, Randy A. 524 N. Chamber
(266) 447-6074

1973 - Salisburg, Raymond M. Mrs 7211 Corso -
Maryln. Lemon Grove)
461-4375

1974 - Salisburg, Rm 9920 Talbot
Ln. (266) 561-1647

1975 - Salisburg, Rm same

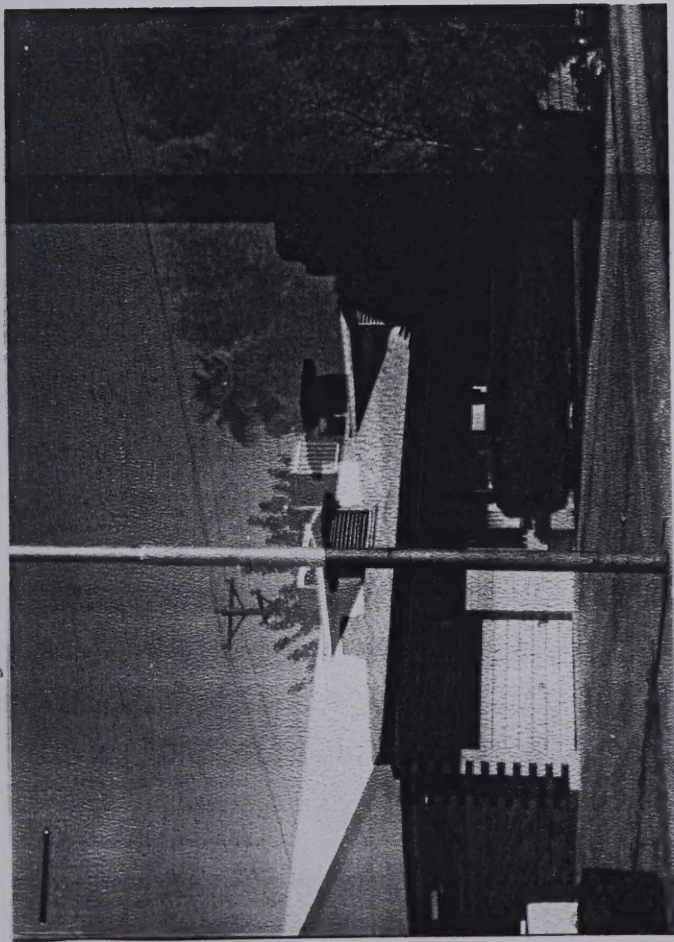
1976 - same

1977 - same

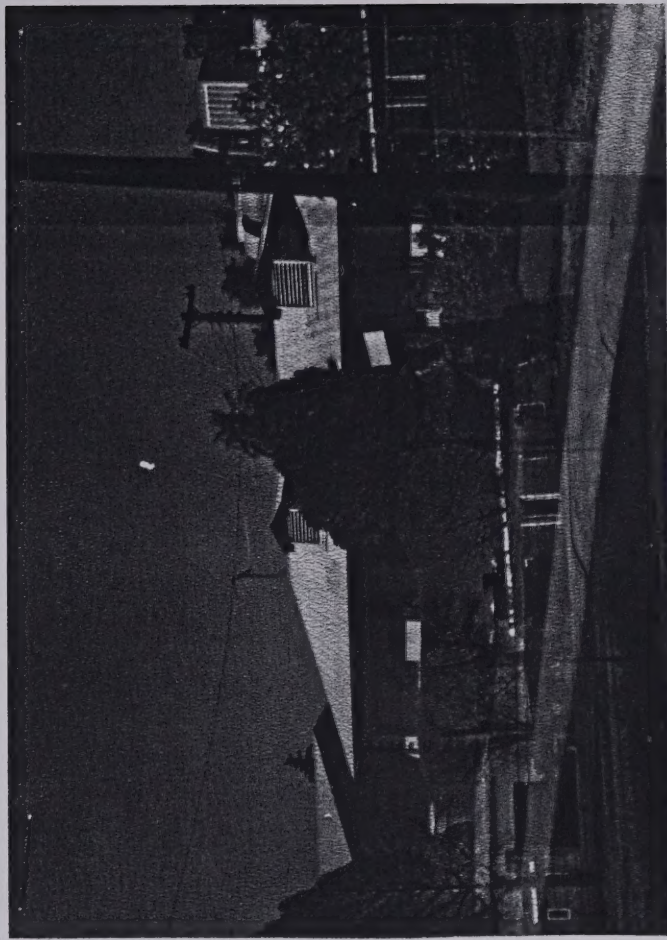
1978 - same

1981 - same

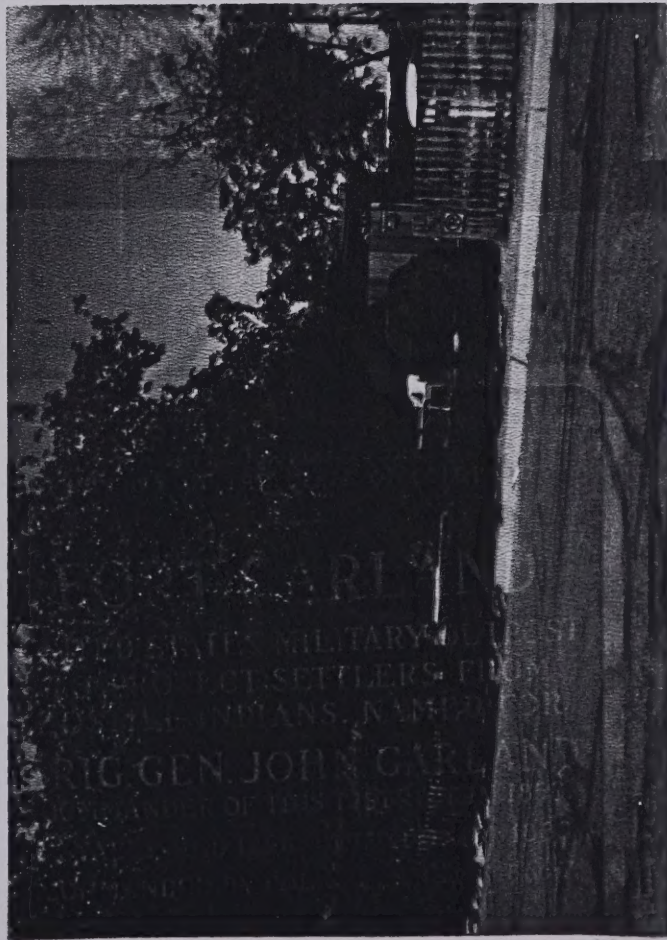
Double Exposure Pictures



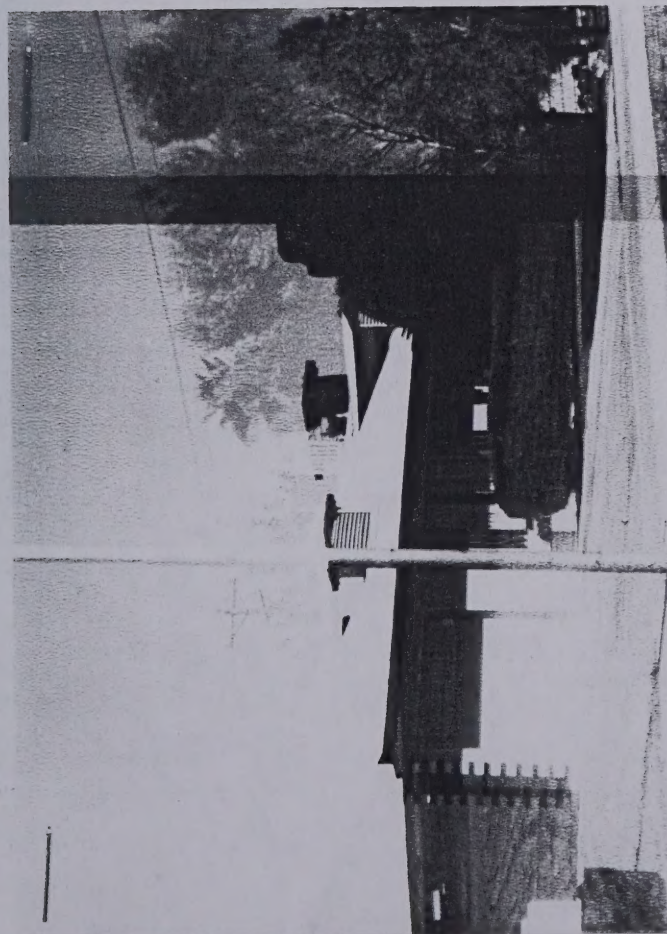
1st shot is home of Willis & Ray Salisbury,
at 5912 W. Pinchot Avenue
Phoenix, Arizona taken Oct. 4, 1991
2nd shot is Fort Garland at Fort Garland
Colorado taken Oct. 6, 1991



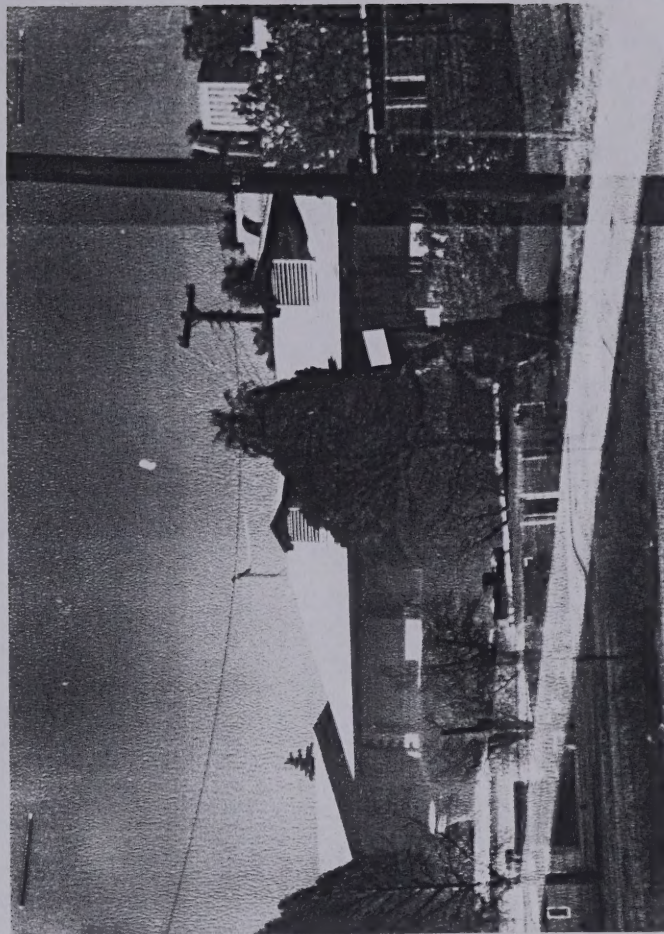
← 1st shot is home of Willis & Ray Salisbury,
at 3912 North 64th Ave, Phoenix,
Arizona taken Oct. 4, 1991
2nd shot is Fort Garland at Fort Garland
Colorado taken Oct. 6, 1991



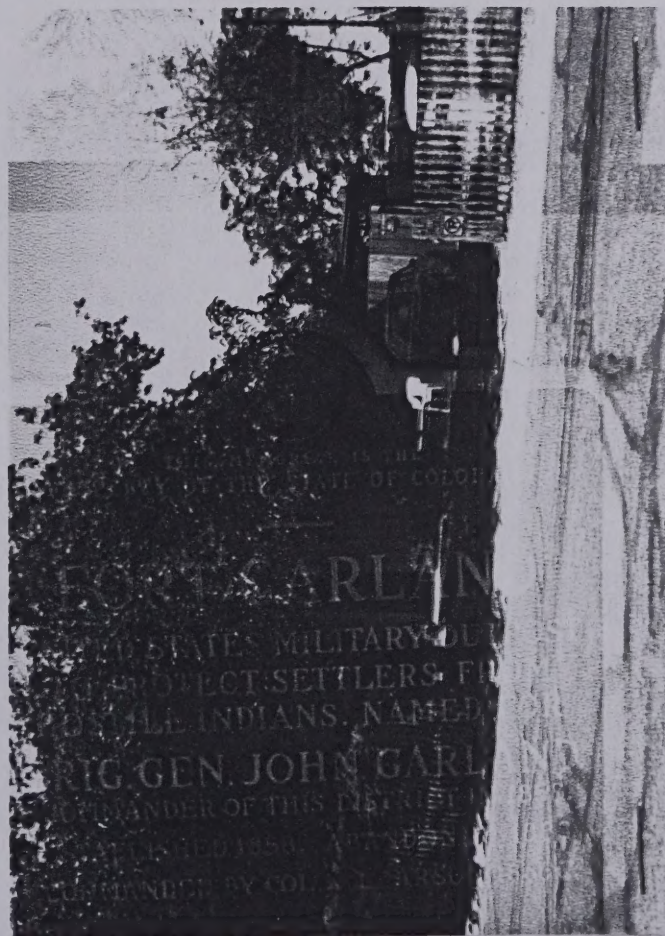
Doubt Arizona location



1st shot in home of William & Mary Garlan
at 5413 W. Green St. Phoenix
Arizona, Arizona taken Feb. 4, 1991
2nd shot in Fort Garland at Fort
Garlan, Colorado taken Oct. 6, 1991



1st shot in home of William & Mary Garlan
at 5413 North 64th Street, Phoenix,
Arizona taken Feb. 4, 1991
2nd shot in Fort Garland at Fort
Garlan, Colorado taken Oct. 6, 1991



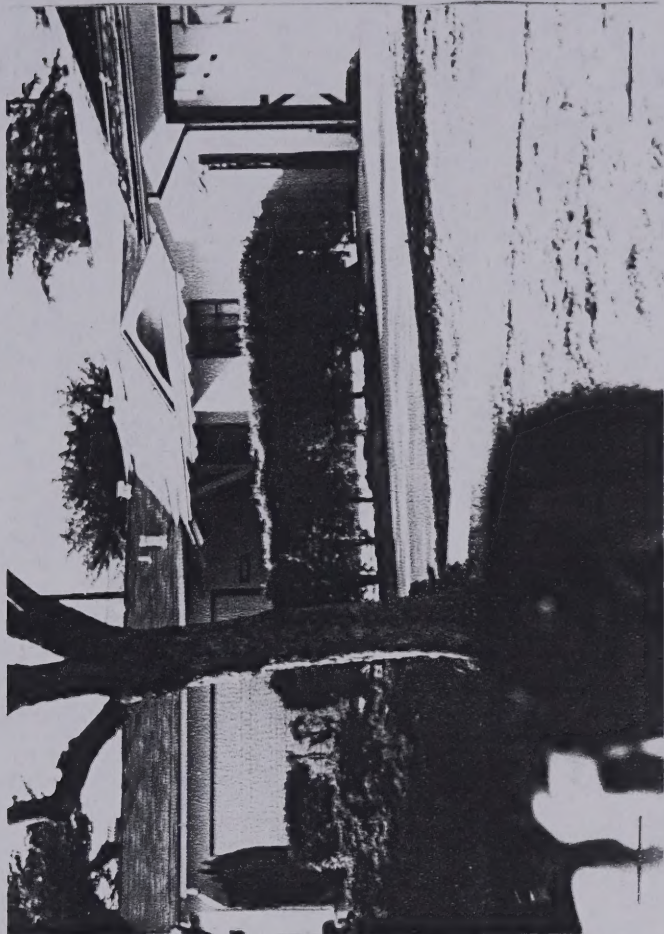


Taken Sept. 22, 1991



Taken Sept. 30, 1991

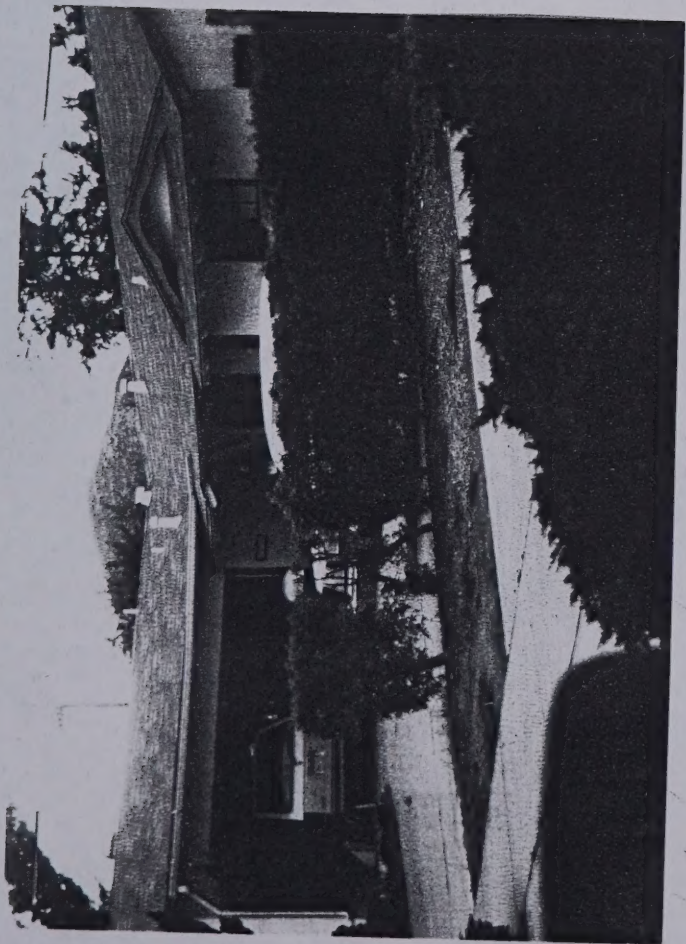
Home of Willie & Ray Salisbury
at 18314 San Carlos, San Diego,
California



1884 - 1900 - 1901



1884 - 1900 - 1901



1884 - 1900 - 1901

San Diego and Vicinity

Second largest city in California, San Diego is both a modern metropolis and a popular year-round resort. Spreading from the coast to the desert, encompassing cliffs, hills, mesas, canyons and valleys, San Diego possesses one of California's largest natural harbors; peninsulas shelter San Diego Bay from the ocean and provide miles of shoreline for both business and pleasure. This ideal location has been a dominant factor in determining the city's history, economy and development.

Considered the birthplace of California, San Diego was first discovered in 1542 by Juan Rodríguez Cabrillo, who landed at Point Loma and claimed what is now California for the Spanish Crown. The first settlement came more than 2 centuries later in 1769, when Gaspar de Portolá and a group of Spanish settlers founded a military outpost on what is now Presidio Hill.

Accompanying Portolá was Franciscan friar Junipero Serra, who founded Mission Basilica San Diego de Alcalá, the first of a chain of 21 missions established in California. In 1774 Serra moved the mission a few miles up the San Diego River to better soil and a more abundant water supply. The sites of the original mission and the fort still can be seen in Old Town San Diego.

After California achieved statehood in 1850, San Diego grew slowly, deferring to the northern coastal cities, Los Angeles and San Francisco. It maintained a fairly insular existence until the late 1800s when San Francisco merchant Alonzo E. Horton decided to move the nucleus of the town closer to its valuable harbor. Horton bought 960 acres of waterfront land and developed it into New Town, which is now part of downtown San Diego.

During the early 1900s San Diego made a concerted effort to attract people, industry, and shipping and railroad commerce, but Los Angeles remained the leader. World War II had a major impact on the city: The United States, forced to move its Pacific naval headquarters from Pearl Harbor, chose San Diego as the new command center. This relocation produced an increase in industry and brought thousands of military personnel, many of whom stayed after the war.

San Diego is the home of the largest naval air station on the West Coast and is headquarters for many Pacific Fleet operations of the U.S. Navy. The federal government and the aerospace equipment industry rank high in economic importance, closely followed by tourism and agriculture.

San Diego has spread more than 20 miles north, south and east. It sprawls over the natural contours of the land, rather than following the traditional grid concept, and encompasses several distinct communities. Mission Bay, once a shallow wasteland, is a 4,600-acre aquatic park. Southeast of Mission Bay, Old Town preserves the town's rich Spanish-Mexican heritage, while downtown supports the business community, a convention center, theaters and naval and commercial shipping operations.

Balboa Park, an oasis in the midst of the city, provides numerous tourist attractions and recreational opportunities. Point Loma boasts two man-made resorts—Shelter Island and Harbor Island—and contains Cabrillo National Monument, where California began. A spectacular 2.3-mile bridge over San Diego Bay links the Coronado peninsula with downtown.

San Diego's institutions of higher education include San Diego State University, the University of California, San Diego and the University of San Diego. Within the city lies the community of La Jolla, home to Scripps Institute of Oceanography, a world-renowned marine studies center, and the Salk Institute, an outstanding biological research facility.

Business and pleasure coexist in unusual harmony. San Diego's climate, attractive setting and recreational facilities promote a casual lifestyle that has enticed many visitors to become permanent residents.

Approaches By Car

Two major north-south routes, both originating at the Canadian border, converge on San Diego. I-5 comes down through Los Angeles, then heads for the coast; nearing San Diego it bisects the

University of California San Diego campus at La Jolla, skirts Mission Bay Park and passes Old Town before entering the city center.

I-15 comes inland through Las Vegas and the Mojave Desert but changes to SR 15 as it avoids downtown San Diego and terminates at I-5 just south of the city proper. SR 163 (Cabrillo Freeway) leaves I-15 at the Miramar Marine Corps Air Station, swings southwestward through Balboa Park, interchanges with I-5 and finally becomes Market Street in the heart of San Diego.

From the south the main route is I-5, which begins at the Mexican border, passes along the east side of San Diego Bay, then heads for the downtown area.

I-805 is the north-south bypass. It leaves I-5 north of La Jolla and rejoins I-5 just north of the Mexican border customs stations.

From points east, I-8 funnels traffic across the Colorado River at Yuma, Ariz., and roughly parallels the Mexican border to the town of Boulevard, from which it arcs northward through Alpine, interchanges with the major north-south

routes just north of downtown San Diego and ends near the mouth of the San Diego River.

From I-8 at Boulevard, two-lane SR 94 continues to the border town of Tecate, then heads for San Diego via Spring Valley and La Mesa, where it becomes a multilane divided highway; this route ends at the I-5 interchange in downtown San Diego.

Getting Around Street System

Generally the most convenient way to get around San Diego is by car. Most major attractions and shopping areas are within easy freeway access. Traffic delays are infrequent except downtown during rush hours. Main thoroughfares, which include Pacific Highway, Harbor and Mission Bay drives, Nimitz and El Cajon boulevards, University Avenue, Friars Road and Market Street, also are easy travel routes.

Speed limits are usually 35 mph on streets and 65 mph on freeways. It is important to maintain freeway speed limits; drivers moving at dangerously slow speeds will be ticketed. Right turns

on red and U-turns at intersections are both legal unless otherwise posted. Pedestrians crossing the street at intersections or in crosswalks always have the right-of-way.

Parking

San Diego has metered on-street parking downtown in addition to many lots and garages. Charges vary, but most average from \$3 per half-hour to \$10 per day. Some downtown hotels and stores provide free parking. Parking in other parts of the city is rarely a problem.

*From the AAA Auto & Truck-Tour Guide
Book of 1999
San Diego, California*

The Informed Traveler

CITY POPULATION: 1,152,000 ELEVATION: 13 ft.

Whom To Call

Emergency: 911

Temperature: (619) 289-1212

Hospitals: Kaiser Foundation, (619) 528-5000;
Columbia Mission Bay, (619) 274-7721; University of California, San Diego Medical Center, (619) 543-8222

Times: (619) 853-1212

Where to Look

list of radio and television programs, consult the daily newspapers.

Visitor Information

The San Diego International Visitors Information Center, (619) 238-1212, is at 11 Horton Plaza, San Diego, CA 92101. On the corner of First and F sts., the center offers brochures and city maps. Guides of Old Town San Diego can be purchased for \$2 at the State Park Visitor Center, (619) 220-5422, in Old Town. Another visitor information center, (619) 276-8200, is at 2688 E. Mission Bay Dr., San Diego, CA 92109.

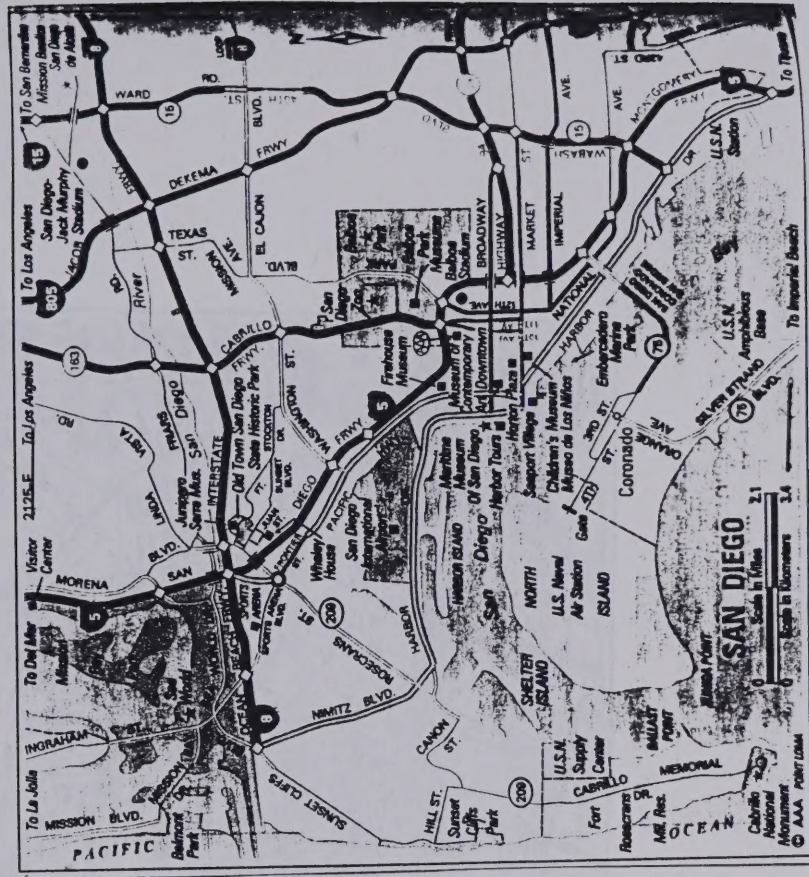
Radio and TV

San Diego radio station KSDO (1130 AM) is a news/talk station; KPBS (89.5 FM) is a member of National Public Radio.

Major TV channels are 6 (FOX), 8 (CBS), 10 (ABC), 15 (PBS) and 39 (NBC). For a complete

What to Wear

During an average daily temperature of 70° San Diego has an almost perfect climate. The average annual rainfall of 9.5 inches falls mainly during December, January and February. Winters are mild, with daytime temperatures in the mid-60s and nights about 20 degrees cooler. Because San Diego lies so close to the ocean, some days are punctuated by early morning and late evening fog. Summers in the city are beautiful; temperatures reach about 76 during the day and drop to about 64 at night. August and September are the warmest months, but even mid-winter provides plenty of comfortable sunbathing days.



CHARLESTOWN NAVY YARD, off I-93 in Charlestown (T: Community College or North Station), is part of Boston National Historical Park. Built in 1800, it served as a repair and supply depot for 174 years. Such innovations as shiphouses and a ropewalk were among the yard's contributions. The Navy's first ship of the line, the USS *Independence*, was built and launched here in 1814. There are representatives of two shipbuilding traditions docked at the yard. Phone (617) 242-5601.

Information from the Triple A
with our Slide Book of 1999/2000
Boston, Massachusetts



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*Information from the City of Boston
with the Blue Book of 1999/2000*

Boston, Massachusetts



Information from the
Trip, A Auto Tour Guide
Book 1987.

Pensacola, Florida

PENSACOLA (B-2) pop. 57,600, alt. 39'

Although an attempt was made in 1559 by Don Tristan de Luna, permanent settlement at Pensacola was not established until Fort San Carlos was built in 1698. Since then the town has flown the flags of Spain, France, England, the Confederate States and United States, and its government has changed hands 13 times. In 1814 the British used the harbor as a base in their war with the United States, but withdrew when the city was attacked by Andrew Jackson. Here Jackson completed the transaction by which Spain sold Florida to the United States in 1821. In the city's historic section, Park Square encompasses Plaza Ferdinand VII, where the agreement is believed to have taken place. Pensacola was the territorial capital until 1822, and Andrew Jackson lived here as the first territorial governor of Florida.

The Seville Square historic district, bounded on the north by Government Street and on the east by Alcaniz Street, is an area of restored 19th-century buildings that now house shops, restaurants, museums and art galleries. During the Fiesta of Five Flags in mid-May the square is filled with celebrants taking part in art shows, parades, contests and a re-enactment of de Luna's landing. Palafox Place is another area where old buildings have been transformed into inviting specialty shops, while nearby Palafox Pier plays host to outdoor entertainment, markets, fairs and seafood festivals.

West of the city on US 98, the Pensacola Greyhound Track offers dog races from early April to early September.

Pensacola is best known as the home of a major U.S. naval air station. The station is a center for electronic warfare and cartographic training, as well as headquarters for the Blue Angels precision flying team. The aircraft carrier *Lexington* docks at an adjacent pier when she is in port. Guided tours of the carrier are conducted.

Self-guiding tours: The Pensacola Tourist Information Center, 1401 E. Gregory at the foot of the 3-mile bay bridge, offers free information on self-guiding tours of the city. Phone (904) 434-1234.

PENSACOLA HISTORICAL MUSEUM, 405 S. Adams St. at Zaragoza St., is in the Old Christ Church. It displays such local artifacts as

FLORIDA 75

clothing, silver, bottles, Indian items, glass, photos, manuscripts and maps. The library contains more than 2,000 volumes.

Constructed in 1832, the Old Christ Church is one of the oldest Florida churches still standing on its original foundation. It served Federal forces as a barracks, prison, hospital and chapel during the Civil War. Hand-hewn heart pine beams adorn the ceilings of the church, which was originally of Norman Gothic Revival-style architecture. Open Mon.-Sat. 9:30-4:30; closed holidays. Free. Phone (904) 433-1559.

PENSACOLA MUSEUM OF ART, 407 S. Jefferson St., is in the city's former jail. It contains changing exhibits and a 300-volume library of art reference materials. Tues.-Fri. 10-5, Sat. 10-4. Free. Phone (904) 432-6247.

PENSACOLA U.S. NAVAL AIR STATION, s. end of Navy Blvd., provides visitor passes and maps at the gate; more detailed maps can be obtained at the aviation museum. The air station is open daily 9-5. Free. For further information on the air station and its attractions contact the public affairs office; phone (904) 452-2311.

Fort Barrancas is a Civil War fort built on the site of 16th-century Spanish fortifications. Daily 9:30-5.

Survival Training Museum has exhibits on survival techniques taught to naval aviators. Mon. and Wed.-Fri. 9-5, Tues. 11-3.

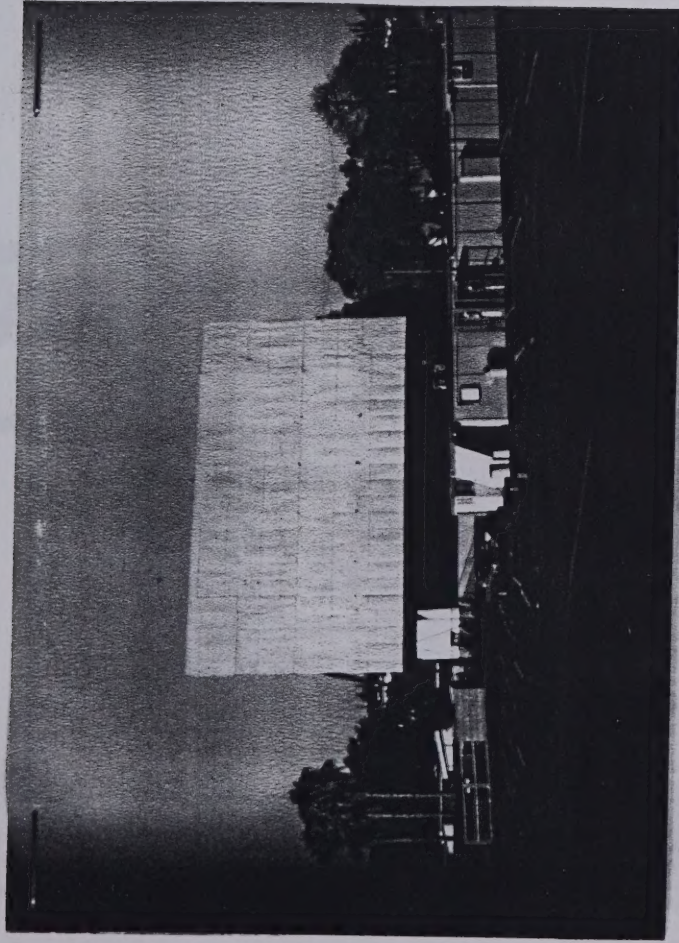
★**U.S. Naval Aviation Museum** traces the development of American naval aviation. Among the 100 aircraft that played important roles in aviation history are the NC-4, which in 1919 became the first plane to cross the Atlantic; the famed World War II fighter the F6F Hellcat; and the Skylab Command Module. Exhibits range from pre-World War I memorabilia to items used by Navy prisoners of war in Vietnam. Thirty-minute films on aviation topics are shown June through August; call for schedule. Daily 9-5; closed Jan. 1, Thanksgiving and Dec. 25. Phone (904) 452-3604.

PLAZA FERDINAND VII, S. Palafox St. between E. Government and Zarragossa Sts., was part of the original Spanish settlement. A statue of Andrew Jackson commemorates the transfer of Florida to the United States.

WEST FLORIDA MUSEUM OF HISTORY has several buildings in the Seville Square area. All buildings are free. Phone (904) 434-1042.

Charles Lavallé House (1810), 203 E. Church St., is one of the oldest houses in Pensacola. Exhibits of photographs and drawings depict the history of the house and Pensacola's history during the last Spanish period. Mon.-Sat. 9:30-4; closed holidays.

Clara Barkley Dorr House (1871), 311 S. Adams St. at Church St., is an example of Classical Revival architecture. It is furnished with late Victorian pieces. Mon.-Fri. 10-2; closed holidays.



Screen and Snack Building

Auto Drive-In Theatre
 1480 E. Broadway
 (Broctonia) El Cajon California
 Tel. # HI chery 4-8800

Pictures taken October 1, 1991
 approximately 36 to 37 years
 after Willie Salisbury had
 worked here.





Alamo Drive-In Theatre
 1482 E. Broadway
 (Bostonia) El Cajon, California
 Tel. # Hickory 4-8800

Pictures taken October 1, 1991

This is where Willis Salisbury worked
 in the mid 1950's.

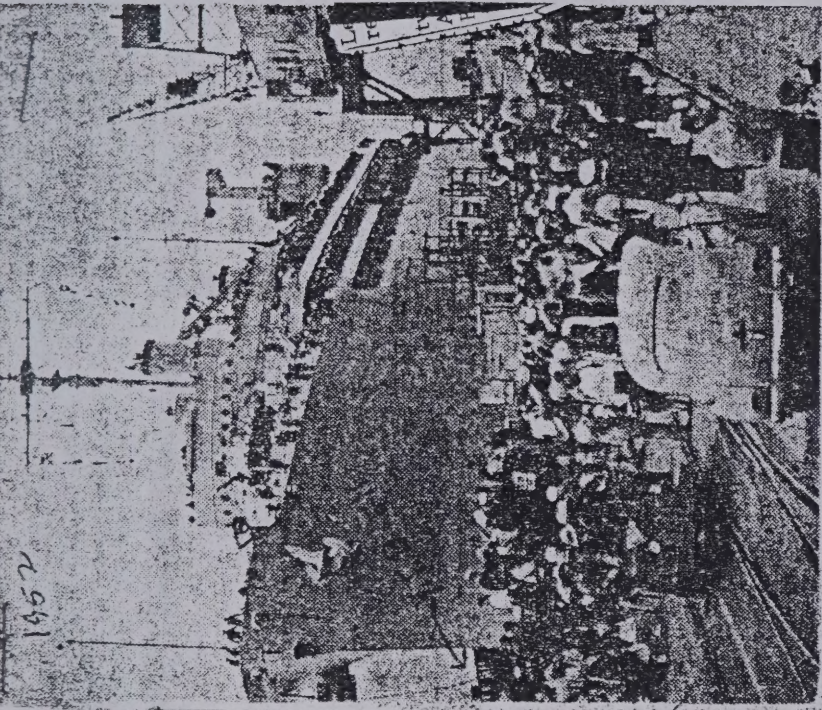


Fence surrounding the theatre

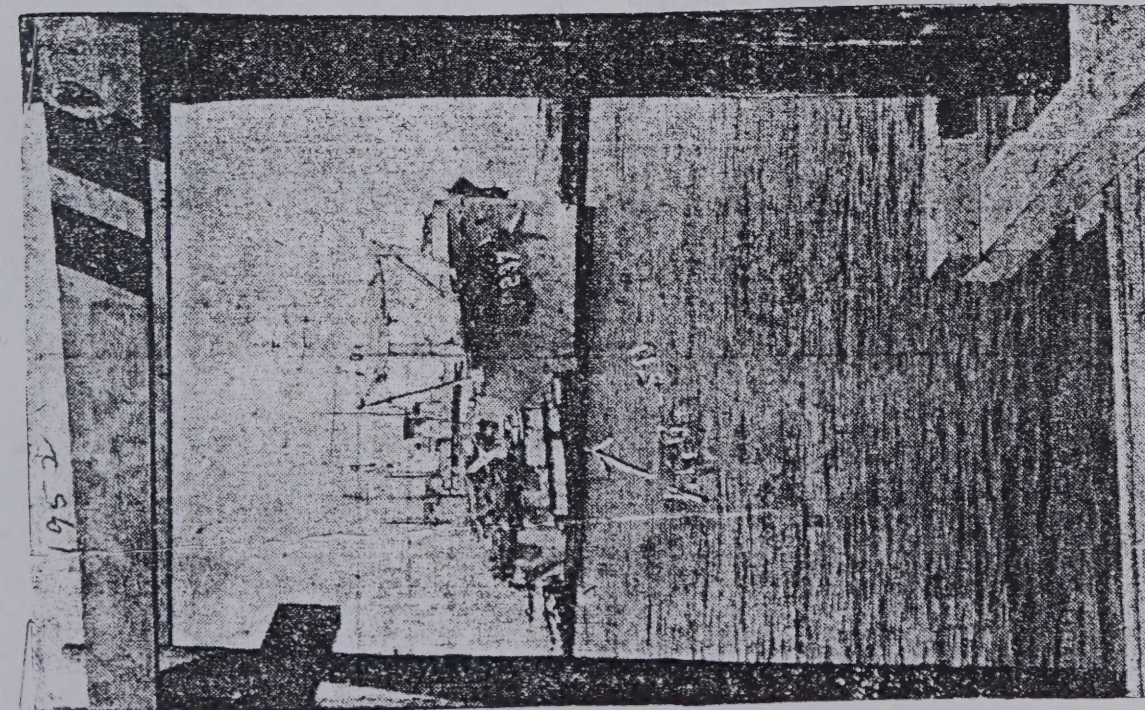


Ticket Booth

*Shore Duty
Jan 1952 to Feb 1954*



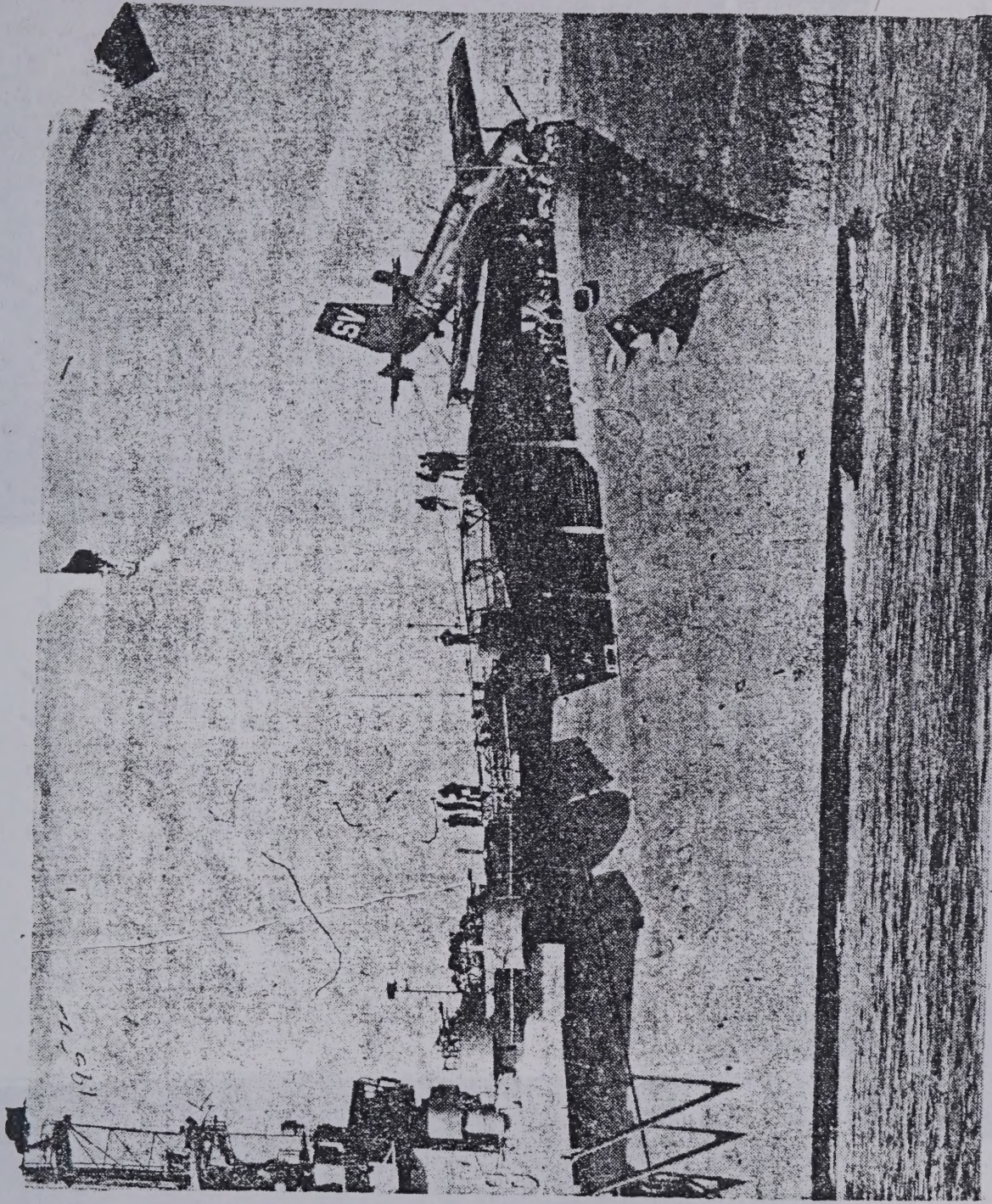
Several hundred spectators, including the families of 53 San Diego area crew members, greeted the repair ship Ajax yesterday morning when it docked at the Naval Station after setting a service record in the Far East.



BEXAR WELCOMED

San Diego turned on its best May weather today for 500 officers and men of the attack transport Bexar. The ship docked at Navy Pier after 9 months fighting blizzards and treacherous, unmarked port channels. While in the Far East the Bexar shuttled troops between Japan and Korea, including units of California's 40th Division. Commander of the transport is Capt. David L. Roscoe, of 273 Alameda Blvd., Coronado.

Shore Duty



FLIER ON SICILY MISSED DEATH IN THIS PLANE

The aircraft carrier Sicily entered San Diego Bay after training exercises yesterday with a Grumman Guardian in this unorthodox position over the bow. The Navy said today Lt. Cmdr. Arthur A. Moorshead, of Lansdowne, Pa., narrowly missed death. As he brought the plane in for a landing the tail hook

was brought her in

failed to engage the arresting gear. The plane skidded along the flight deck and toppled over, its nose coming to rest on the hangar deck. The Navy said a catapult officer and two enlisted assistants suffered minor injuries. Moorshead, attached to Squadron VS-931 aboard the Sicily, was unhurt. — Jim Hudson photo.

Shore Duty 1952-1954

Lincoln Ambulance
Service

3978 Park Blvd.

Woodcrest 5-4122

Woodcrest 5-6313



Fred W. Steiner, of Los Angeles, one of nine defendants whom the government has charged with participating in an international narcotics racket, being taken from U.S. District Court yesterday following his collapse. San Diego Union Staff Photo.

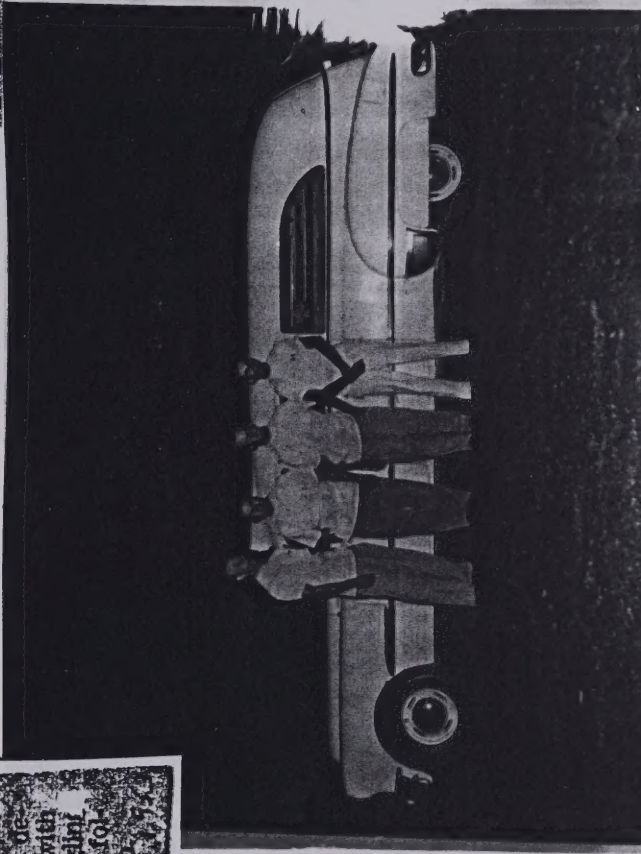
Nine men, including four defendants, three deputy U.S. marshals and two ambulance drivers, finally subdued him and strapped him to a stretcher.

Ray far left



Rongey, 4, whose parents are Hoover High graduates, sells tickets to the annual alumni dance to Police Officers Jack Morris, center, Hartson. The event will climax two-daying festivities, which begin Friday. San Diego Union Staff Photo.

Ray 2nd from left





Fred W. Steiner, of Los Angeles, one of nine defendants whom the government has charged with participating in an international parrot-smuggling ring, is taken from U.S. District Court yesterday following his collapse. — San Diego Union Staff Photo. 1953

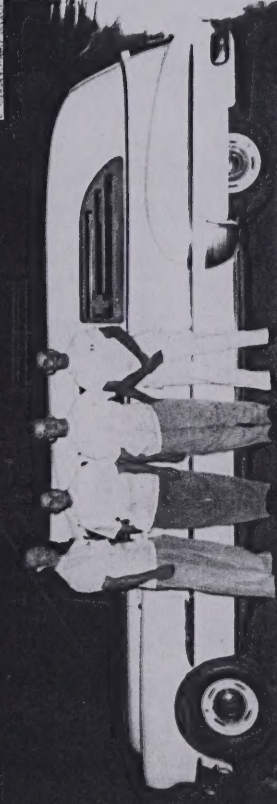
Nine men, including four defendants, three deputy U.S. marshals and two ambulance drivers, finally subdued him and strapped him to a stretcher.

King, far left

*Lincoln Ambulance
Service
3978 Park Blvd.
Woodcrest 5-4132
Woodcrest 5-6313*



Denise Rongey, 4, whose parents are Hoover High School graduates, sells tickets to the annual alumni dinner dance to Police Officers Jack Morris, center, and Paul Hartson. The event will climax two-day Homecoming festivities, which begin Friday. — San Diego Union Staff Photo. 1953



King, far left

Shore Daily



TWO COLLAPSE—The bird-smuggling trial in U.S. District Court was adjourned suddenly yesterday when these two defendants col-



lapsed. At left, Mrs. Nicolas Spicuzza is attended by Mrs. Charlotte Torres, court secretary, while George Monolias, a defendant,

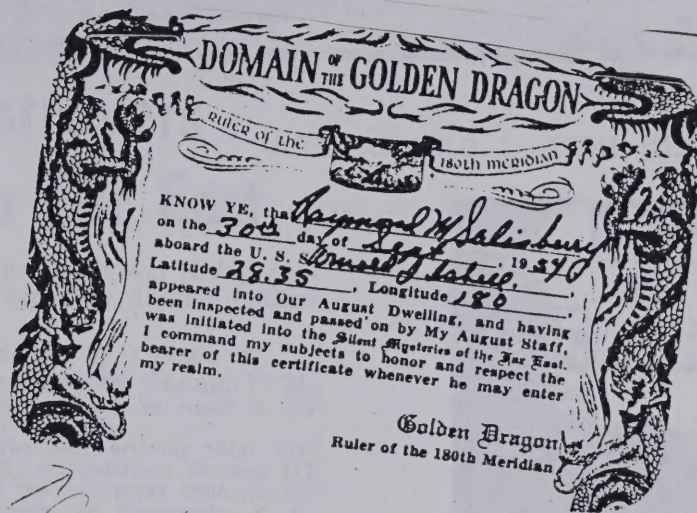
watches. At right, ambulance attendants remove Fred W. Steiner, 50, who became violent. Nine men restrained Steiner in his chair.

6666 TRIP
10-19-53

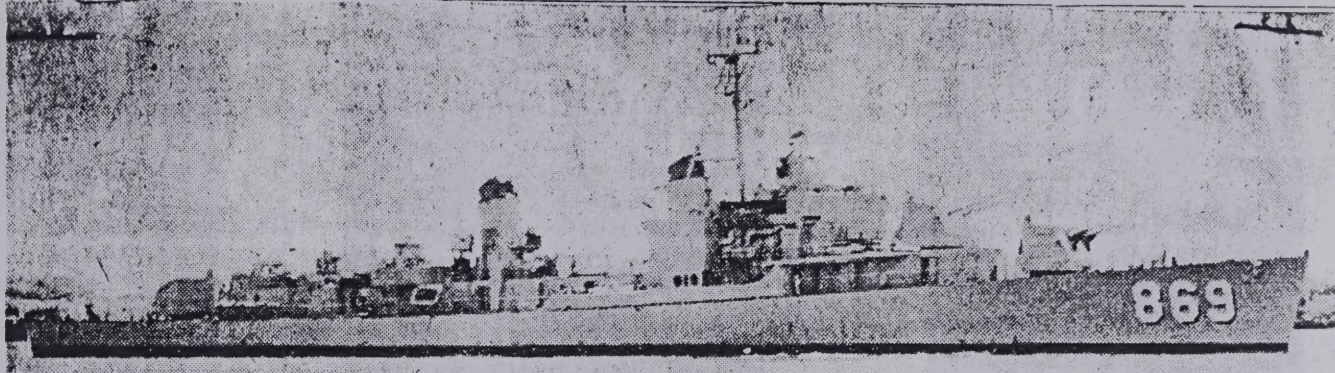
10-19-53

ADVERTISING DEPARTMENT
RECEIVED SEPTEMBER 23, 1954

10



Ray Salisbury joined The
Domain of the Golden Dragon
aboard the U. S. Albatross
September 30, 1954



Cruisers, Destroyers Are Going to Far East

U.S.S. ARNOLD J. ISBELL (DD-869)

Pearl Harbor was busy as in its World War II days yesterday as two cruisers and a destroyer division docked here from the West Coast.

The cruisers Toledo, commanded by Captain W. A. Lockell, and the Helena, commanded by Captain F. M. Adamson, are en route to the Far East.

The four arriving ships that make up Destroyer Division 112 are the destroyers Ozbourn, the flagship for Commander E. G. Gardner, division commander; the Hollister and the Arnold J. Isbell and the radar picket destroyer Frank Knox. They are also on their way to the Orient.

The Toledo, one of the first ships to serve in the Korean War zone, is en route to her fifth tour of duty in the Far East.

Since no other cruiser has participated in more than three Far Eastern cruises since that time, the vessel is on the way to breaking her own record.

TOURS IN ORIENT

The Helena, a veteran of four tours of duty in the Orient, was the ship which brought President Eisenhower to Pearl Harbor in December, 1952, after his historic review of troops on the front lines of Korea.

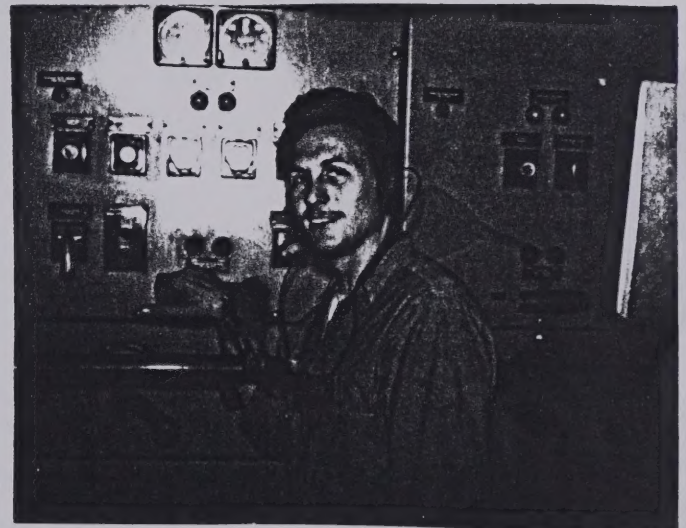
During the Korean hostilities, the large vessel supported front line troops by roaming off the coasts of Korea shelling Communist trains, bunkers, emplacements and positions.

ESCORTED LISTS

Destroyer Division 112 escorted 15 landing ship tanks during the transfer of 14,000 Chinese prisoners from Inchon to Formosa. The operation took six days.

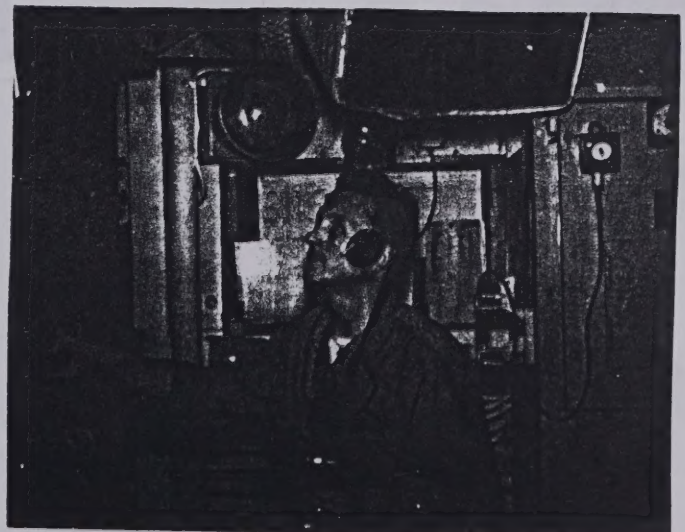
For her Korean action, the Toledo received the Korean Presidential Unit Citation from Syngman Rhee, president of the Republic of Korea.

All six ships will operate in the Hawaiian area before continuing on to the Western Pacific.



Says at the aft Dist. Board

— 1954 —



Before
16 Nov 4
1954
Nov
2nd
Vlog



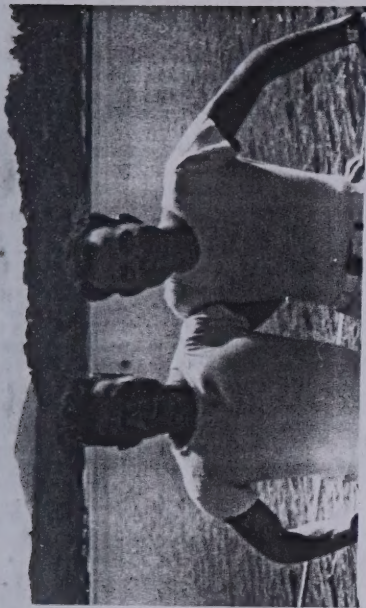
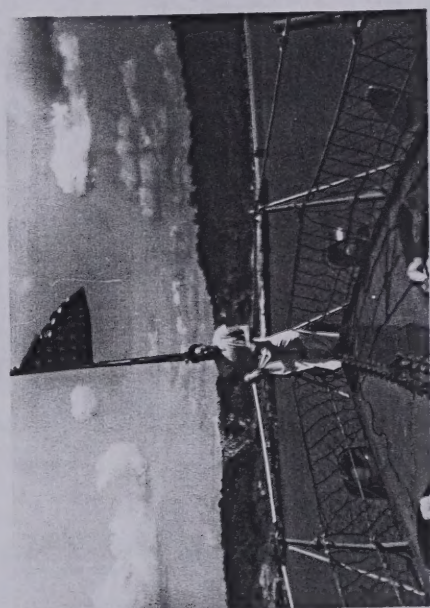
Ray Salisbury



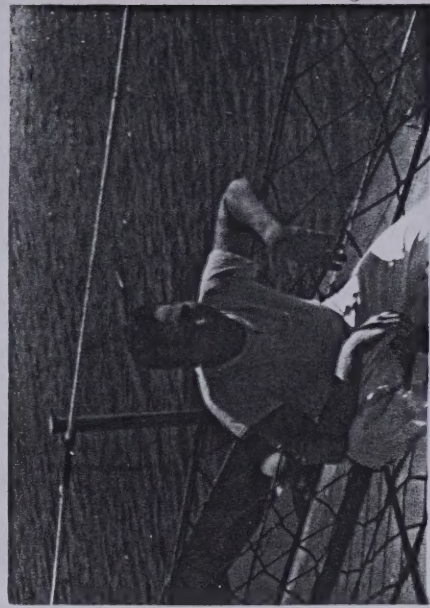
Ray Salisbury

Oct 1954
Subic Bay in the
Philippine Islands
Ray stationed aboard
the USS Schell UDS 69

Ray Salisbury



Raymond Salisbury & friend



Ray Salisbury & Russell S. J



16th of Nov 1954
Made 1st class



To all who shall see these presents, greeting:

Know Ye, that reposing special trust and confidence in the fidelity and abilities of

RAYMOND MERLE SALISBURY

, I do appoint HIM

ELECTRICIAN'S MATE FIRST CLASS

in the

United States Navy

to rank as such from the SIXTEENTH day of NOVEMBER nineteen
hundred and FIFTY-FOUR.

This appointee will therefore carefully and diligently discharge the duties of the grade to which appointed by doing and performing all manner of things thereunto pertaining. And I do strictly charge and require all personnel of lesser grade to render obedience to appropriate orders. And this appointee is to observe and follow such orders and directions as may be given from time to time by Superiors acting according to the rules and articles governing the discipline of the
Armed Forces of the United States of America.

Given under my hand at KAOHSIUNG, FORMOSA this SIXTEENTH day
of NOVEMBER in the year of our Lord nineteen hundred and FIFTY-FOUR.

W. G. HOLLY
W. G. HOLLY

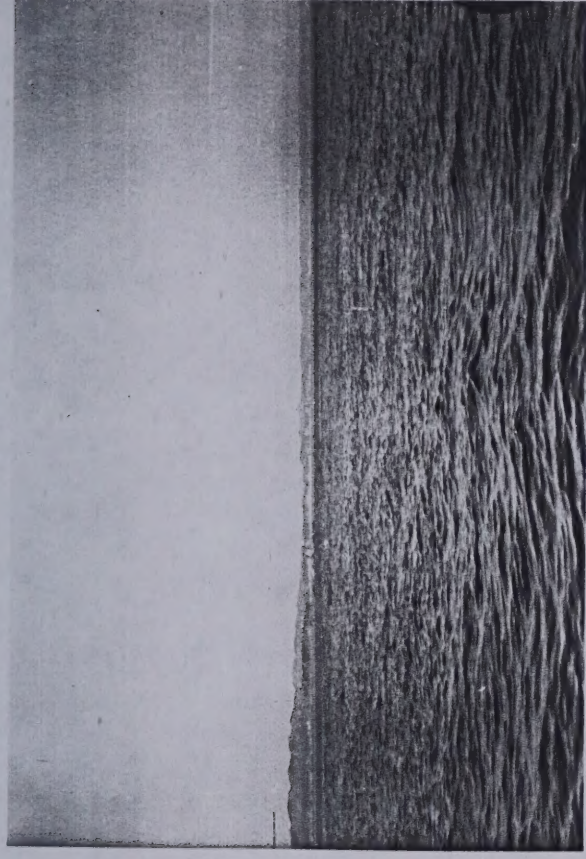
Commander, U.S. Navy

Commanding Officer

USS ARNOLD J. ISBELL (DD 869)



1955 - Drydock - Yokosuka, Japan



1955 - Jackson Island



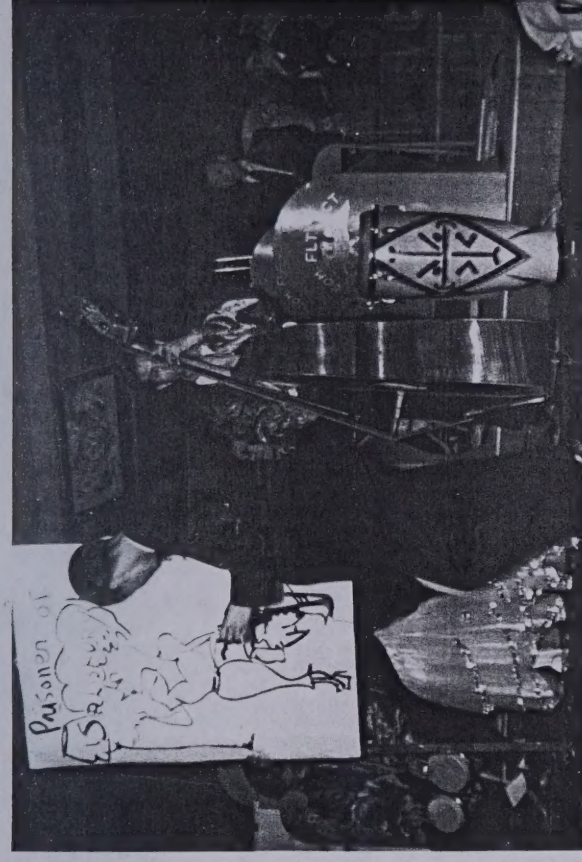
1955 - Drydock - Yokosuka, Japan



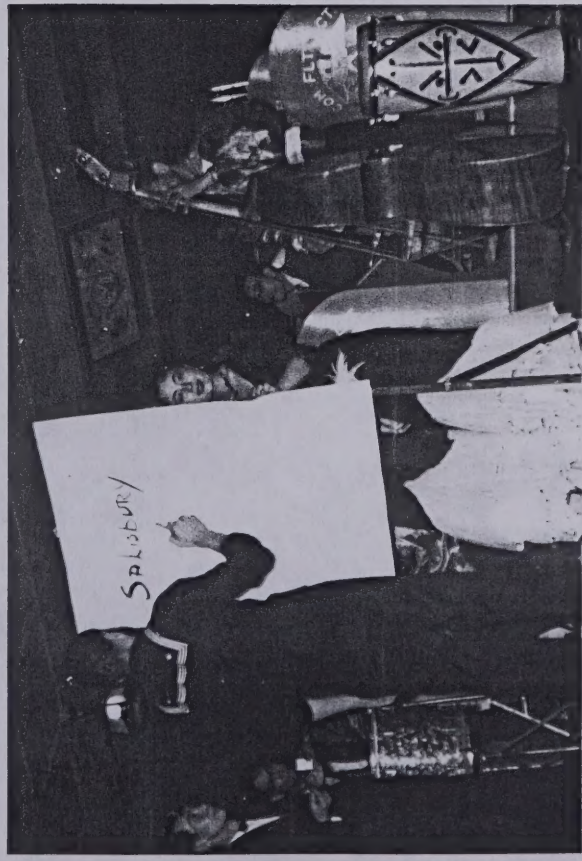
1955 - Drydock - Yokosuka, Japan



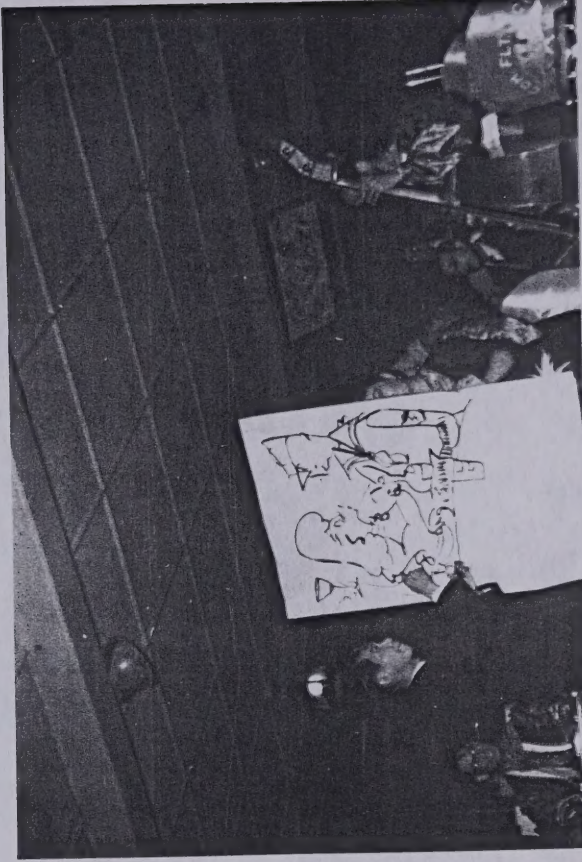
1955 - Ship's party - Yokosuka, Japan
 Far left - Ray Salisbury & 3 friends



1955 - Ship's Party

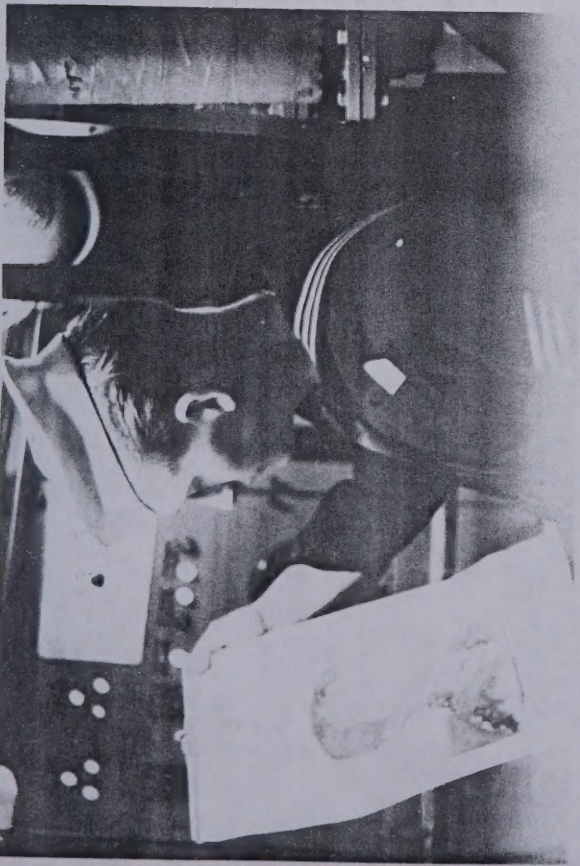
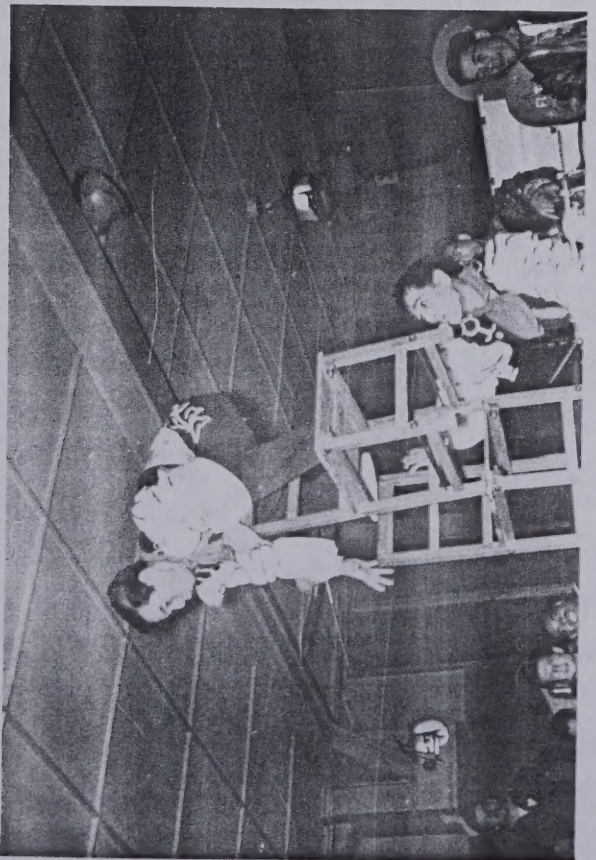
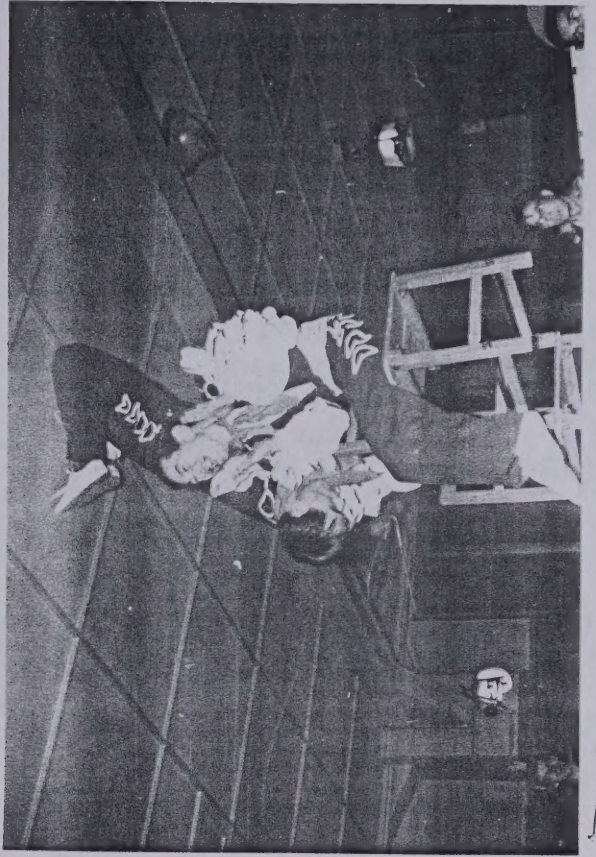


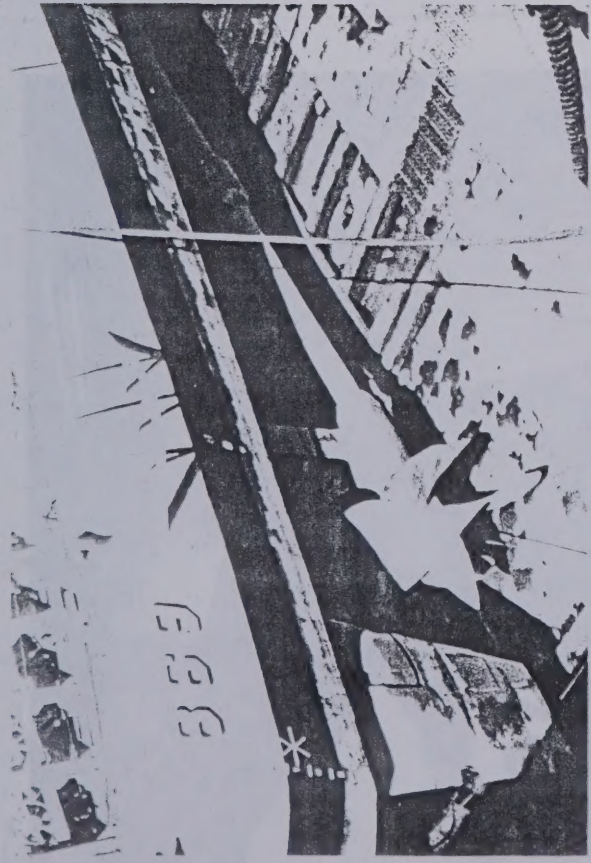
1955 - Ray Salisbury -



1955 - Ship's Party



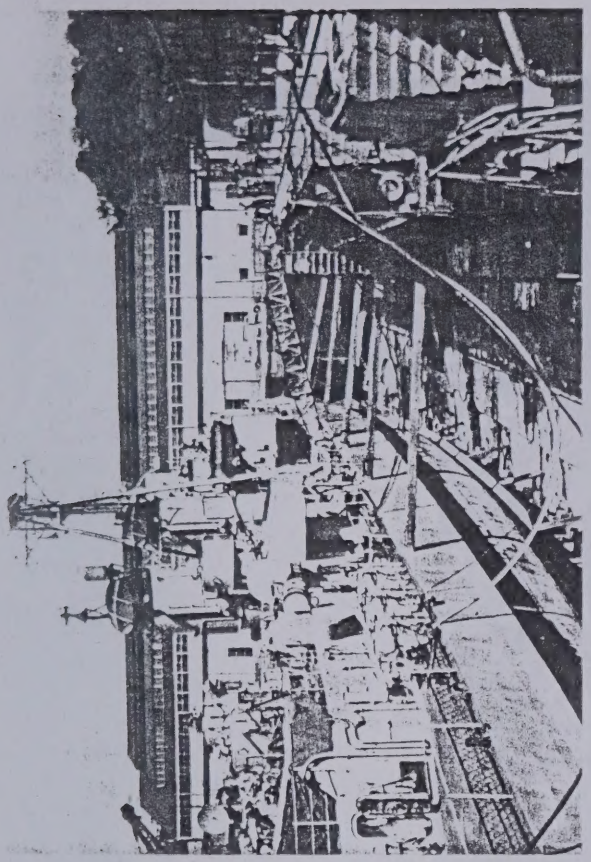




1955 - Drydock - Yokosuka, Japan



1955 - Drydock - Yokosuka, Japan



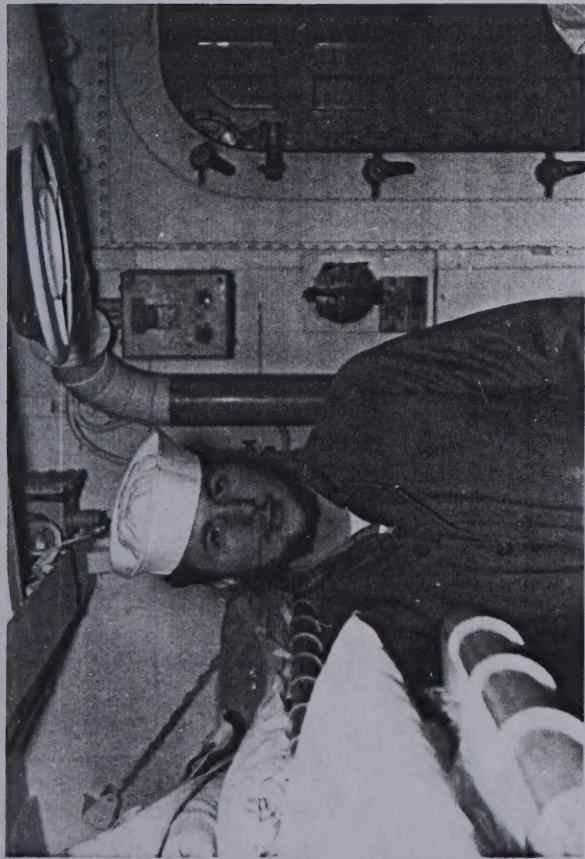
1955 - Drydock - Yokosuka, Japan



1955 - Drydock - Yokosuka, Japan

make
originals
of all the
pictures





1955 - Drydock - Yokosuka, Japan
Raymond Merle Salisbury



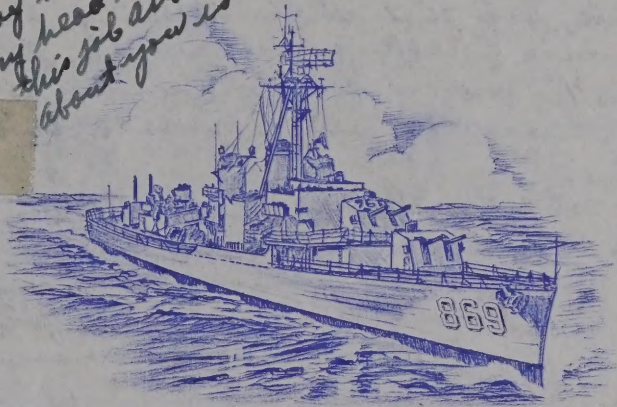
1955 - Drydock - Yokosuka, Japan



1955 —
Drydock —
Yokosuka, Japan
a friend —



Look mommy a
gray hair and how
my head to. See what
this job and worrying
about you is doing to me!



U. S. S. ARNOLD J. ISBELL DD-869

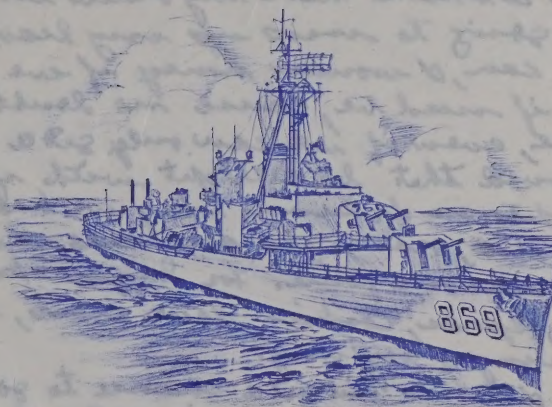
12 Nov 1954.

bakers at night, so I can just hope we get it tomorrow there
a short circuit somewhere.

This pay day honey we will get payed $1\frac{1}{2}$ months income
tax back, boy that should really help huh? so you should
have a nice check this pay day, and next pay day we'll get
the other $\frac{1}{2}$ mo. I sure hope we go into the zone every month,
I don't know why but Larnessa isn't part of the income tax
free zone.

I got a few things accomplished today while I was in
port and we worked this afternoon too so caught up some.
There's a lot of work holding me up cause I have things on
order. Also I have a few tender job orders in for the next
time we go into Port long enough.

Hay! honey how do you like the new cuts I found today?
dis endorse her with the regular two, the face isn't much
but the bodys not bad - Ha - Ha. I don't know what we'll use
her for, I guess dis have to take you off the gopher job and use



S. S. ARNOLD J. ISBELL DD-869

24 Jan 1956
Hong Kong.

See file.

me and make me well.

In anticipation to see if I get any orders here soon, the ships office said I should have my orders in before we get home, if I do and it is going to mess up my leave I'll take all my leave as soon as I can, I wonder honey if we could change our dates at Ypsamite if need be, cause no doubt we won't be able to go in May I feel sure, even if we can only get a Room like last time were still going, would that be alright with you. Darling?

Let's see for lunch today we had chicken Broth soup, fried chicken potatoes, salad, orange aid and cake, the chicken was mighty good but all I could get was one piece. For supper this evening we had left over soup, meat loaf, spuds, coleslaw, sour Kreut, salad and coffee - I'm glad I wasn't hungry any way.

I never had got a chance to go up and weigh this morning so I'll try again tomorrow, I've got to offer some excuse honey or almost scared to go up and weigh. Ha-Ha- you might call me fatty again, still!

I forgot to send you my piece of Bear fur last night so have enclosed it in this letter, has it grown any? Ha-Ha-

me out m

class Standard
18 July 1956

U.S. NAVAL SUBMARINE SCHOOL
U.S. NAVAL SUBMARINE BASE
NEW LONDON, CONNECTICUT

S/M SCOL ENL DEPT
NOTICE 1616
18 JULY 1956

SUBMARINE SCHOOL ENLISTED DEPARTMENT NOTICE 1616

From: Head of Enlisted Personnel Department
To: Personnel Officer, Submarine Force, U.S. Atlantic Fleet

Subj: Tentative class standing list of the highest 10% of students in Basic Class Number One Hundred Thirty Three (133). Regular and Reserve Personnel.

1. Purpose: To promulgate class standing for Enlisted Basic Class 133 with marks computed through the sixth (6th) week, USN and USNR Personnel.
2. Class standings: The below list represents those students in the top 10% of Class One Hundred Thirty Three (133).

<u>STANDING</u>	<u>NAME</u>	<u>RATE</u>	<u>CLASS</u>	<u>MARK</u>
1.	GAMBLE, Leroy D.	RD3	USN	3.84
1.	HARPSTER, James E.	EN1	USN	3.84
3.	WEIHER, Donald H.	RD1	USN	3.786
4.	KOLODZIEF, Robert F.	EMFA	USN	3.73
4.	SCHULZE, Harold Leroy	ENFN	USN	3.73
6.	PRENTICE, James G.	EN1	USN	3.68
~~6.~~	~~SALISBURY, Raymond M.~~	~~EM1~~	USN	3.68
8.	MILLER, Stanley H.	EN1	USN	3.666
9.	SMITH, George E., Jr.	ET1	USN	3.65
10.	BRADEN, Jerry M.	EN3	USN	3.64
10.	FITZGERALD, Robert B.	RM1	USN	3.64
12.	RUST, Max E.	EM3	USN	3.626
13.	HUDNALL, Roger S.	RD3	USN	3.61
13.	KRANYS, Rudolph J., Jr.	ETSN	USN	3.61
15.	SELF, G.H.	MM1	USN	3.60
16.	PRICE, Stephen H.	EM3	USN	3.57

3. This notice does not include eight week reservists.

4. This notice is cancelled on 15 August 1956.

D. G. Bailey
D. G. BAILEY

Graduating Class & class Standings Sub School

U.S. NAVAL SUBMARINE SCHOOL
U.S. NAVAL SUBMARINE BASE
NEW LONDON, CONNECTICUT
60:dme
NC/P11/MM
Ser: SP 641-56
1 August 1956

From: Head of Enlisted Personnel Department
To: Personnel Officer, U.S. Naval Submarine Base, New London, Conn.
Subj: Final grades; submission of

1. The following marks and class standings of Class 133 are to be entered on the below named men's Page Fours.

CLASS 133 159 MEN GRADUATED			
NAME	RATE	MARK	STANDING
ADAMS, Leslie G.	RMSA	71.00	136
ALLISTER, Harold F.	ICFA	87.75	26
ANDERSON, David C.	RMSN	80.75	70
ARTHUR, Danny B.	SA	74.50	107
AUSTIN, Philip R.	SA	78.25	85
BABCOCK, David S.	EMFA	74.50	107
BAKER, Everett J.	RMSA	75.25	104
BARBER, Stanley D.	EMFN	77.00	90
BARNHART, Ralph D. Jr.	YNSA	85.50	36
BECKER, Gustav (n) Jr.	HSSA	88.25	21
BLACKLEDGE, Eugene R.	SA	73.50	116
BLAY, Joseph E.	EM1	87.00	30
BOSTICK, Harlan A.	EM3	69.50	118
BRADEN, Jerry M.	EM3	91.75	11
BRIGGS, William F.	ET1	67.50	154
BROWN, Robert C.	SA	80.00	74
BURKE, Harry B.	SN	77.75	88
BURKE, John J.	RMSA	72.50	126
CARR, Stephen C.	EMFA	78.75	82
CARTER, John G.	SA(SP)	87.50	28
CASEY, John J.	SO3	70.00	111
CLAYTON, Charles R.	EN1	86.75	32
* CLEMENS, James R.	FN	72.75	123
COLEN, Donald R.	SA	67.25	155
COLT, Chisolm T.	SA(SP)	71.25	134
COOK, James W.	RMSN	73.50	116
CRAMFORD, Elmer B.	SN	76.75	94
CRUICKSHANK, Roy W.	ICFA	70.75	137
CZAHOR, John (n) Jr.	EMFA	69.75	146
DAHMER, Donald P.	QM3	84.25	47
DAVIS, Charles R.	SA	65.50	158
DAVIS, Danny L.	EMFA	69.50	118
DAVIS, Lonnie P. Jr.	EMFN	83.50	52
DOBBS, Gerald E.	SN	75.75	99
DRAPPAU, Norman E.	ICFA	81.75	61
DROESCH, Francis J.	FA	74.50	107
DUKE, Paul D. Jr.	SN	67.00	156
DUNN, Alan R.	SA	71.50	132
EDWARDS, Monty (n)	SO2	85.25	39
ELLIS, John F.	IC3	81.75	61
FIRTH, Richard H.	TM3	80.75	70
FITZGERALD, Robert B.	RML	86.50	33
FRAZIER, James F.	EMFA	81.25	65
FRIEDMAN, Gerald A.	ICFA	70.00	141
FRITZ, Arthur J.	EM1	77.50	89
GAMBLE, Leroy D.	RD3	96.75	2
GIBSON, Charles M.	IC3	88.00	23
GORDY, Robert C.	FT1	84.25	47
* GRAY, Richard V.	SA	70.00	111
GRAYSON, Kenneth A.	SA	78.00	87
HALL, Teddy C.	EN3	88.75	19

HARPSTER, James E.	EN1	96.50	3
HART, Charles (n)	SA	79.50	78
HAYGHE, William R.	EM3	81.00	67
HENDRICKSEN, Elwyn B.	EMFN	88.00	23
HICKS, James L.	MM2	89.50	15
HILL, Ronald L.	SA	83.75	51
HOWELL, Clarence R.	ET3	87.00	30
HOWLEY, Michael J.	SA	82.00	58
HUDNALL, Roger S.	RD3	89.00	18
JOHNSTON, Larry L.	IC3	75.75	99
JONES, Albert D.	SA	82.00	58
KAISER, Walter G.	EMFA	71.75	130
KARNES, Robert L.	EMFA	70.00	141
KATES, Charles R. Jr.	SA	76.25	97
KEITH, David G.	EN3	79.50	78
KING, Richard M.	HSSA	70.75	137
KLOPF, Ronald G.	EMFA	73.25	121
KOEPE, Robert W.	EM3	80.25	73
KOLODZIEJ, Robert F.	EMFA	93.00	7
KOSSLER, Stephen A.	EMFA	71.25	134
KUNTZ, Richard M.	SA	70.00	111
KOVACH, George D.	EMFA	71.75	130
KRANKS, Rudolph J. Jr.	ETSN	88.75	19
KUBO, Kiyoshi (n)	SA	75.50	102
LABREEE, William	ICFA	73.75	116
LADRIE, Elliott M.	EM3	80.00	74
LANE, John H.	SA	69.75	146
LAUDENSLAGER, Charles R.	SA	85.25	39
LESKO, Charles H. Jr.	ICFA	73.50	116
LUND, Leonard L.	SOSN	81.25	65
MANCHESTER, Leslie A.	SA	75.25	104
MARTIN, Carme E.	RMSN	78.50	83
* MCWELL, Dale W.	ET3	77.00	90
MC PHILLIPS, Donald P.	SR	72.00	129
MEACHAM, Athan G.	HSSA	76.75	94
* MICHAUD, Wilfred P. Jr.	QM1	82.00	58
MILLER, Stanley H.	END1	97.25	1
MOORE, Connie C.	EN1	89.25	17
MORA, Romeo S.	SN	84.50	46
MORAN, James A.	SN	71.50	132
MOSELEY, Gordon R. Jr.	HSSA	77.00	90
MOSES, Ralph O.	RML	81.00	67
NICKENS, Malcolm Q.	QM2	81.50	85
NEISEN, George R.	YN1	81.50	63
NORTON, Bill D.	EM3	84.00	50
O'CARROLL, David E.	SA	68.25	153
OILER, Gabriel J.	ICFA	86.50	33
OLSON, Thomas W.	SA	74.25	112
ORTEGA, Walter B.	RMSA	80.00	74
OTT, Carl I.	EM1	85.50	36
PERCELL, Lee A.	EMFA	88.00	23
PICKLE, John D.	HSSA	70.75	137
* POOLE, Edward L.	ETRSN	85.50	36
PRENTICE, James G.	RDSN	80.50	72
PRICE, Clarence E.	EN1	92.00	10
PRICE, Stephen H.	SN	78.50	83
PROKUPKE, Clair E.	EM3	89.50	15
RANKIN, Kayo (n)	CSSA	70.75	137
REAVES, Rufus G.	EMFA	74.50	107
RINES, George H.	EMFA	68.50	151
RITTER, John W.	HSSA	85.00	41
ROSATI, Kermit R. Jr.	MM3	74.25	112
RUH, Frank N. Jr.	QM2	87.25	29
RUMPEL, Eugene K. Jr.	ETRSN	74.50	107
RUSSELL, Fred D.	SA	73.25	121
RUSSELL, Morris G.	SA	76.00	98
	EM3	79.50	78

NAME RATE MARK STANDING

RUST, Max E.	EM3	90.50	12
SADLER, Richard T.	RM3	72.75	123
BALTSBURY, Raymond M.	EM1	94.50	5
SANDERSON, John W.	EMFA	84.75	44
SANDERSON, William F.	ETSN	81.00	67
SARELL, Ivan D.	ET3	88.25	21
SAWYER, Clarence O.	EM2	72.75	123
SCHOFIELD, Roger F. SR.	YN1	82.50	55
SCHULZE, Harold L.	ENFN	93.50	6
SCHAFZ, Edward J. Jr.	HSSA	75.75	99
SCOTT, James P.	SA.(SP)	79.00	81
SELF, George H.	MM1	90.00	14
SHAFFER, Rollin E.	EMPFN	90.50	12
SHEETS, Floyd A.	YN1	85.00	41
SHIELDS, Joseph C.	HSSN	83.25	53
SIERAKOWSKI, John (n) Jr.	SA	74.00	114
SINGLETON, Lee S.	RD2	77.00	90
SMALL, Frederick E.	EM3	86.00	35
SMITH, George E. Jr.	ET1	92.50	9
SMITH, Russell W.	FN	72.50	126
STOECKLE, Albert E.	MM1	84.75	44
STRABALA, Lynne L.	ETSN	87.75	26
STUTEVILLE, Thomas G.	SA	69.00	150
SWIDERSKI, Russel S.	SA	75.50	102
TAYLOR, John L.	RMSA	79.75	77
TUBB, Larry R.	FMSA	74.75	106
VALENTE, Anthony S.	SA	85.00	41
WADE, Paul W. Jr.	EMFA	72.25	128
WEIHER, Donald H.	RD1	95.25	4
WEST, Richard L.	RD2	83.00	54
WHITE, Harold B.	YNSN	84.25	47
* WHITE, Ronald E.H.	QMQ3(SP)	93.00	7
WILHELMSON, Kenneth F.	SA	73.75	115
WILLIAMS, George D.	EN3	66.00	157
WILLIAMS, Paul A.	YNSN	81.50	63
WILLIAMS, William J.	SA	64.25	159
WOODBURY, Robert S.	EM3	76.75	94
WYNN, Larry D.	QM2	82.25	57
YANZICK, Bruce D.	SA	82.50	55
YOST, Donald R.	SA	68.50	151
YOUNG, Robert L.	HSSA	73.50	116

*EIGHT (8) WEEK RESERVE.

W C Nicklas, Jr.
W.C. NICKLAS, JR.
By direction



ENLISTED BASIC
SEAMANSHIP COURSE
SECTION IN 420
CLASS IN 138
MARCH 3, 1966



U. S. Naval Submarine School



This certificate has been awarded to

SALISBURY, Raymond M., EML, USN

who has successfully completed the

Basic Submarine Electricity

course at the U. S. Naval Submarine School,

U. S. Naval Submarine Base, New London, Connecticut.

Date 24 August 1956

WALTER F. SCHLECH, JR., CAPT, USN

Officer in Charge

Basic Submarine Electricity (3 week course)

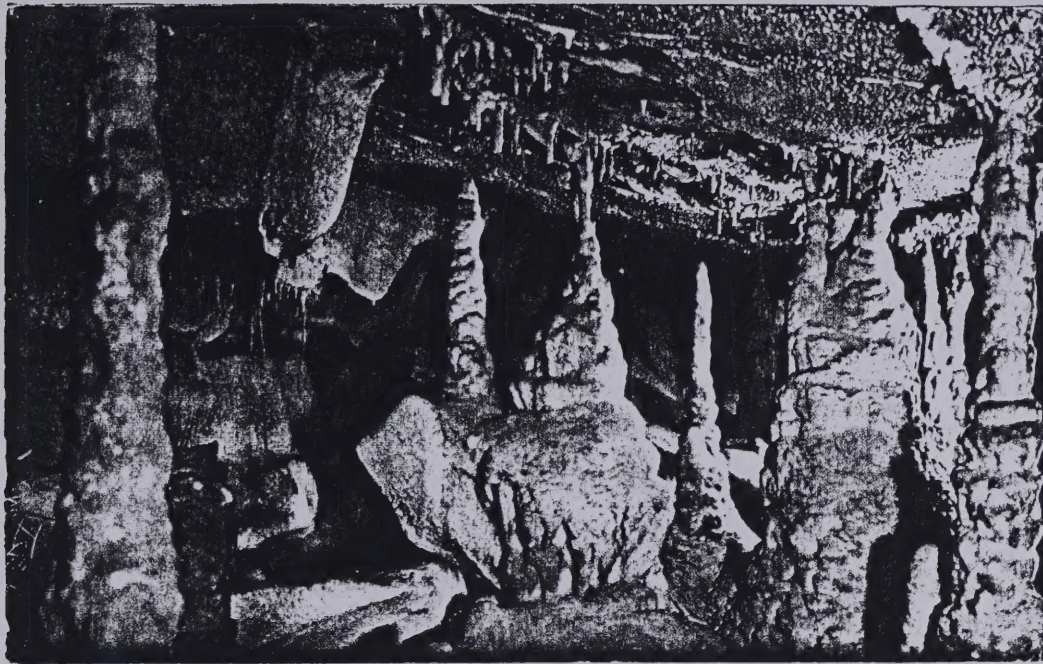
~ ~

~ ~

~ ~

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Yris home
after sub school



NPC-4

**ONYX COLONNADE IN MAMMOTH CAVE
Mammoth Cave National Park, Kentucky**

Stalagmites, stalactites, and columns are among the varied and interesting features of Mammoth Cave.

Color photo by W. Ray Scott

MISRO-KRONE CARD BY H.S. CROCKER CO., INC., SAN FRANCISCO 1, CALIF.

address

place
stamp
here

PUBLISHED BY NATIONAL PARK CONCESSIONS, INC.
MAMMOTH CAVE, KENTUCKY



Front right hand corner - The Salisburys
 Ray w/ hand on Randy's shoulder
 Willie w/ Cindy on legs

27 Aug. 1956

Mammoth Cave,
 Kentucky

Left Connecticut in Aug. heading to new destination -
 Pearl Harbor, Hawaii - The Vargisters camped out w/ the
 Salisburys! This was one of their stops across country.

WELCOME ABOARD. . . It is with great pleasure that the officers and crew of this submarine welcome you aboard on behalf of the Commander Submarine Force, U. S. Pacific Fleet. It is hoped that you will enjoy your visit aboard this submarine which is an intricate part of our Nation's Defense Team.

This submarine is typical of the 120 others serving throughout the U. S. Pacific and Atlantic Fleets. Some 60 more are moth-balled in a standby reserve status, ready for service at a moment's notice in the event of a national emergency.

Although comprising but a small number of the Navy's ships and men, the Submarine Service is an essential element of our nation's first line of offense as well as defense.

The Submarine Service boasts an *esprit de corps* rivalled by no other branch of the Navy. The officers and enlisted men, who man our submarines, are hand-picked volunteers. They are joined together by a common bond, symbolized by the "dolphins," the insignia of a submariner.

Although only a half-century old, the history of the U. S. Navy's Submarine Service is dramatic and marked with valour.

In 1900 the U. S. Navy acquired the USS HOLLAND, its first submarine. But it wasn't until World War II that U. S. submarines had a real opportunity to prove their worth.

Submarines are weapons of stealth and surprise. They nearly won two wars for Germany and they accounted to a large degree for our World War II victory over Japan. Our sub-

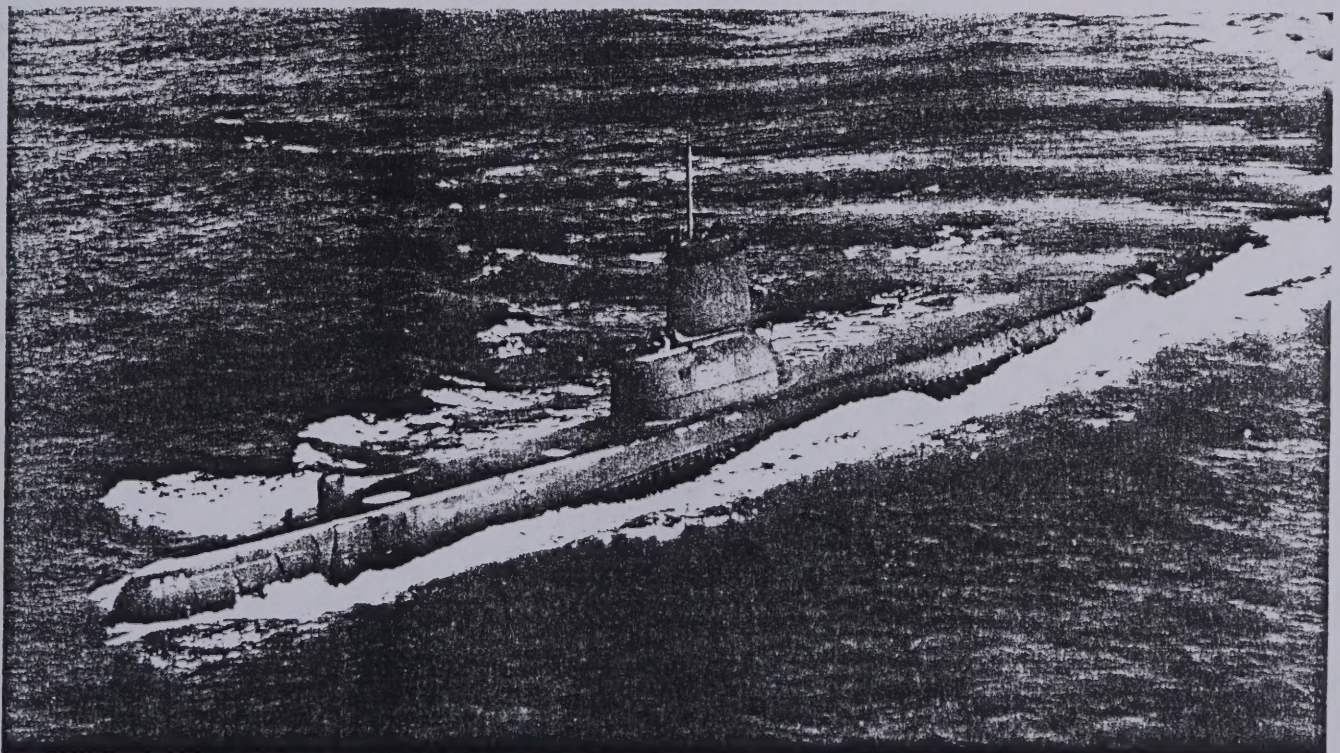
marines sank more than 200 Japanese warships, but it was their sinking of 1,750 Japanese merchant ships which so weakened Japan that she could not withstand the final allied campaigns.

Since the end of World War II, our submarine development has not remained static. In fact, the role of our submarine has greatly expanded and even greater roles are planned for them in the future. Many new designs and improvements have been incorporated into our World War II submarines. In addition a number of new types of submarines have been added to the fleet to keep pace with the changing concepts of underseas warfare.

Besides sinking enemy ships our submarines of today are designed to launch the latest developed guided missiles and rockets against enemy ships, shores, and installations; patrol our coast lines to detect and give advance warning of approaching enemy planes, guided missiles, and ships; hunt and kill enemy submarines; carry troops, and serve as supply ships and oilers.

With our new nuclear powered submarines, the versatility of our underwater arm is even greater. It gives the U. S. Navy an overwhelming advantage over any opposing forces afloat.

The commanding officer hopes that you have profited by your visit and that you leave with a better understanding of your Navy's Submarine Service, which is on the alert day and night guarding America's shores and interests abroad.



USS PICKEREL

USS PICKEREL (SS-524)

The PICKEREL is the second U.S. submarine to bear that name. The first PICKEREL was lost during World War II as a result of a Japanese depth charge attack off the northern tip of Japan.

The early history of the present PICKEREL is unique in naval tradition. She was launched without christening, and later christened and commissioned on the same day. The end of World War II found the submarine half completed, and her construction was halted. She was left in an "as is" status until August 1947, when her construction was resumed.

The PICKEREL was originally intended to be a fleet type submarine. However, the Navy decided to add the latest developments and improvements learned from World War II experiences and information gathered from captured German submarines. PICKEREL's design was changed and she was completed as a modern guppy submarine.

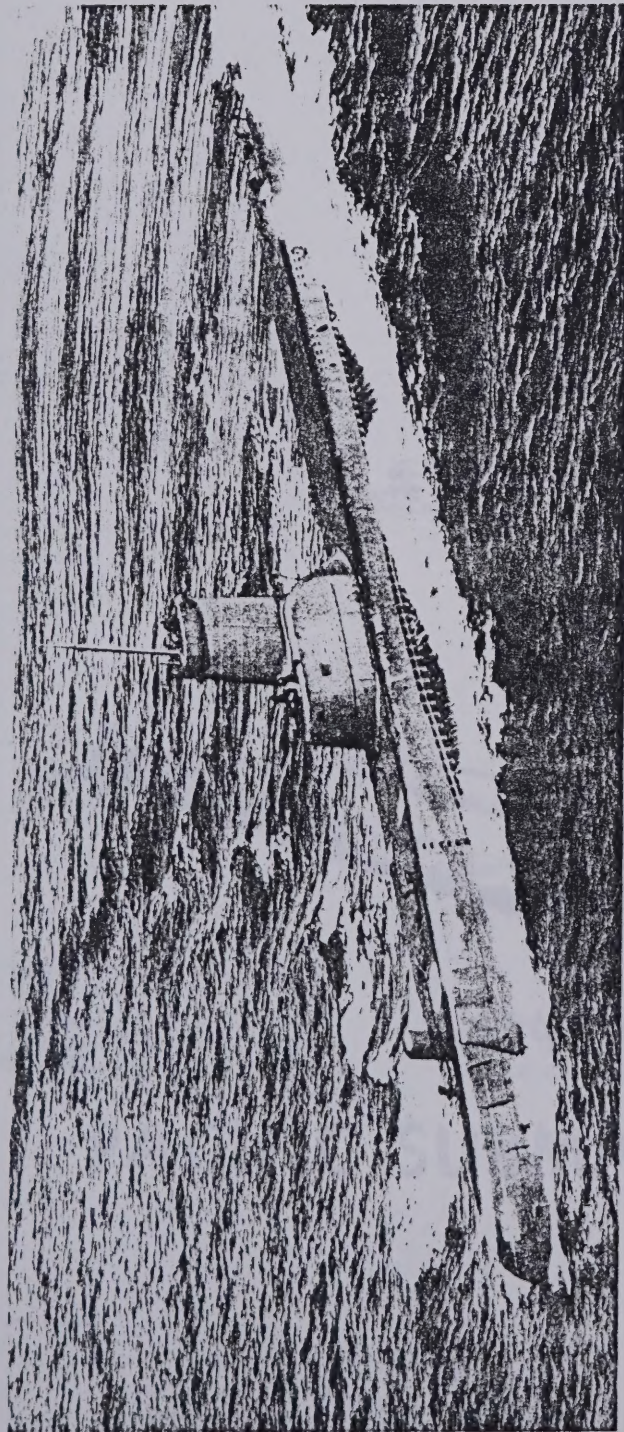
"Guppy" means greater underwater propulsion power. This was accomplished by installing high capacity electric storage batteries and streamlining the superstructure and hull. She is equipped with "snorkel", a breathing tube which enables the submarine to travel submerged while using her diesel engines. Air needed for the diesels is inducted through the snorkel tube.

She was placed in commission on April 4, 1949 at the Naval Shipyard, Portsmouth, N.H., where her construction was completed.

PICKEREL arrived at Pearl Harbor in September 1949 and since has been operating as a unit of Submarine Division 71. Since operating with the Pacific Fleet Submarine Force, she has achieved many "firsts" in submarine history. In April 1950, while completely submerged, she completed a 5,200 mile voyage from Hong Kong to Pearl Harbor in 21 days. This is believed to be the longest submerged distance ever travelled by any submarine. The PICKEREL was one of the first submarines to get in the Korean conflict. During her tour in support of United Nations' Forces, she photographed 30 miles of North Korean coastline preparatory to landing by British Commandoes from the U.S. troop carrying submarine PERCH. As a result of her first Korean tour, the PICKEREL was the first submarine since WWII to be awarded the Submarine Combat Insignia.

In 1952 she was again in the news when the Navy released a prize-winning photo of her surfacing at a 48-degree angle from a depth of 150 feet, off the island of Oahu, T.H. PICKEREL is currently engaged in daily training operations in Hawaiian waters, developing offensive and defensive underwater tactics. The 306-foot vessel also assists other naval air and surface units in bettering their anti-submarine defenses. She is manned by a crew of eight officers and 74 enlisted men.

Pickrel Due April 10 For Regular Overhaul



Four and a half months of shore duty lie ahead for the underwater crew of the USS Pickrel when the guppy submarine sails into the shipyard next Wednesday to begin her biannual overhaul.

A popular resident of the Islands since 1949, the Pickrel has hundreds of friends among shipyard workers as she has had all three previous overhauls at the Pearl Harbor yard.

Since leaving the shipyard in March 1955, the sleek sub has weathered two trips to the Far East. In 1956 she became the proud bearer of the coveted "E" Award for turning in the best performance record in Squadron 7.

Since joining the Pacific Fleet Submarine Force seven and a half years ago, the efficient sub has achieved many "firsts" in submarine history.

In April 1950, while completely submerged she completed a 5,200 mile

voyage from Hong Kong to Pearl Harbor in 21 days. This is believed to be the longest submerged distance ever traveled by any submarine.

Also one of the first subs to enter the Korean conflict, the Pickrel, while supporting the United Nations forces, photographed 30 miles of North Korean coastline to prepare for landing by British Commandos from the U.S. troop-carrying submarine Perch. As a result of her first Korean tour, the proud ship was the first submarine since World War II to receive the Submarine Combat Insignia.

The Pickrel is the second U.S. submarine to bear that name and within her short life has amassed a gallant record. Her predecessor was lost during World War II—a victim of a Japanese depth charge attack off the north-

ern tip of Japan.

The early history of the present Pickrel is unique in Naval tradition. She was launched without christening, and later christened and commissioned on the same day. The end of World War II found the ship half completed; her construction was halted and she was in an "as is" status until the building program was resumed in August of 1947.

She was commissioned on April 4, 1949 at the Portsmouth Naval Shipyard, New Hampshire and arrived at Pearl in September of that year to make her home here. She has been operating as a unit of Submarine Division 71 since that time.

The present commanding officer of the ship is LCDR W. M. Adams Jr. who took command of the Pickrel last September. He was formerly on the staff of the Commander Submarine Squadron 1 at Pearl Harbor.



PATROL



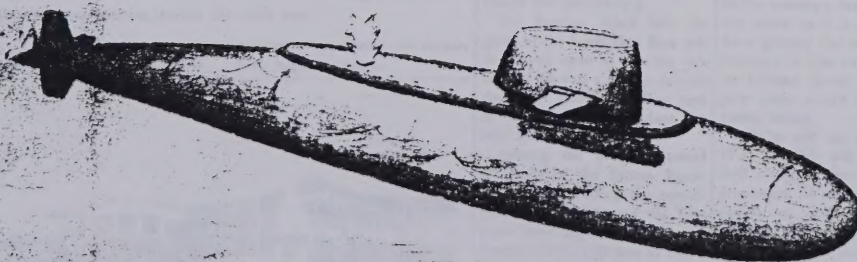
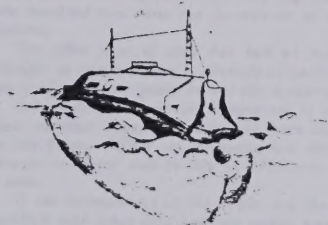
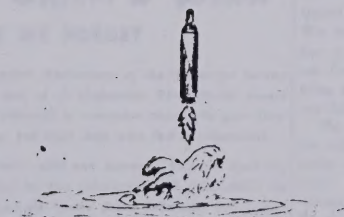
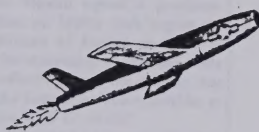
PEARL HARBOR SUBMARINE FORCE'S AWARD WINNING NEWSPAPER

RUN 14, DIVE 7

U.S. NAVAL SUBMARINE BASE, PEARL HARBOR, HAWAII

FRIDAY, APRIL 7, 1961

HAPPY SIXTY-FIRST ANNIVERSARY



A. STOWES

Sixty-One Years of Submarine Progress

PACIFIC SUBMARINE FORCE

PATROL

SUBMARINE BASE, PEARL HARBOR, HAWAII
CAPTAIN R. C. LATHAM, USN
Commanding Officer
COMMANDER D. E. BUNTING, USN
Executive Officer
LIEUTENANT COMMANDER J. A. COSTA, USN
Officer Advisor
Circulation: 2,000

HOWARD GEIGER, Editor

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Telephone—Pearl Harbor 52137

From the Editor's Desk

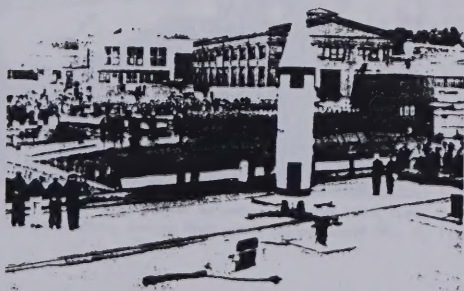
LEST WE FORGET

As we observe the Sixty-first Anniversary of the Submarine Service on April 11, 1961, we the men of the Submarine Force Pacific should take a moment out of our festivities to remember those who gave their lives in pioneering submarines and those who were lost in submarines.

We, of the Submarine Force, date our existence back to April 11, 1900, when the Navy accepted its first submarine, USS HOLLAND. In the short span of sixty-one years the United States Submarine Service has come into its own, but not without the loss of life and material, in war-time and peace. The men who gave their lives were dedicated men who had faith in the future, the future of the submarine. We today, should rededicate ourselves to the task of upholding the ideals and traditions of those who have gone before us in submarines.

Lest we forget . . . the Submarine Service has a proud name in the annals of Naval History—many lives put it there. Let us remember, in particular, those 3,500 men who gave their lives during World War II so that the United States could continue to be the stronghold of Democracy for freedom-loving peoples the world over.

Yes, let us take a moment to remember and to cherish the memory of those who have gone before us . . . in the Submarine Service.



LATEST U.S. NAVY SUBMARINE—Commissioned on February 13th, 1961, USS THEODORE ROOSEVELT (SSBN-600) is the latest Fleet Ballistic Missile submarine to join the Submarine Force. She is the first FBM submarine built on the West Coast.

HAWAII CELEBRATES SUBMARINE ANNIVERSARY

April 11, 1961, will be celebrated throughout Hawaii as "Submarine Day" on behalf of the Sixty-first Anniversary of the Navy's acceptance of the first submarine.

Governor William F. Quinn of Hawaii signed a proclamation on March 29th urging the citizens of Hawaii to "join in the observance of this day while reflecting upon the security that the Submarine Force provides to the lives of us all."

On hand to witness the signing in Iolani Palace was Rear Admiral Roy S. Benson, Pacific Submarine Force Commander.

The proclamation further read: "We are proud to have been home to many of our submariners whose craft have patrolled the whole Pacific Basin. We are indebted not only for the protection they afford us, but for their families who comprise an important segment of our Island community."

The Navy officially celebrates the submarine anniversary with many gala events. On Friday, April 7th, an Officers' Anniversary Ball will be held at the Royal Hawaiian Hotel. Dining, dancing and the Royal Hawaiian Floor Show are scheduled as the highlights of the evening.

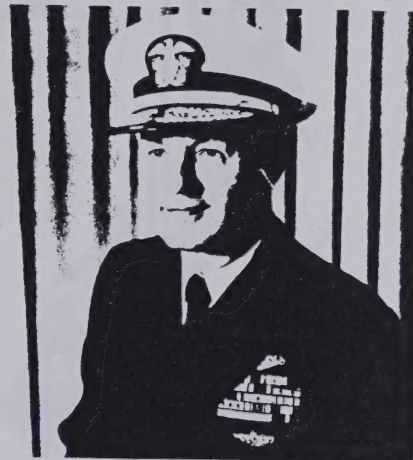
Submarine Force enlisted men will celebrate the anniversary with a ball to be held at Bee-man Center. Starting at 6 p.m. dining, dancing, a floor show and a door prize drawing will round out the evening.

On Sunday, April 9th, the gates of the Submarine Base will be thrown open to give the citizens of Hawaii a chance to visit the base. This is the first time in many years that Subbase has held an "Open House."

Among the events planned are tours of the Escape Training Tank including the recompression chamber, and the Torpedo Shop; actual dives into the waters of Pearl Harbor by Navy Divers; a display of REGULUS I missiles; and free movies at the Subbase Theater. The submarines USS TUNNY, USS CUSK, USS MEDREGAL, and USS GUDGEON will be open for general visiting from 1 p.m. to 4:30 p.m. during the "Open House." They will be berthed at Sails 10 through 13, respectively.

USS PICKEREL will berth in Honolulu for general visiting so that those Honoluluans unable to travel to Subbase will be able to tour a submarine.

61st SUBMARINE ANNIVERSARY MESSAGE TO ALL HANDS



REAR ADMIRAL ROY S. BENSON, U.S. NAVY
COMMANDER, SUBMARINE FORCE, U.S. PACIFIC FLEET

"What we do today will determine what the Submarine Force will be like in 1975."

On 11 April 1900 the United States Navy purchased its first submarine from its designer and builder, Mr. John P. Holland, at a cost of \$150,000. That ship, displacing less than one hundred tons, was the forerunner of our modern submarines.

No other type of ship has had as many revolutionary changes or reached such a pinnacle of perfection in the short space of sixty-one years as has the modern submarine.

Let us not, however, be complacent in our thinking. We must continue developing what we have today with an eye on the future. What we do today will determine what the Submarine Force will be like in 1975 and, believe me, that is soon.

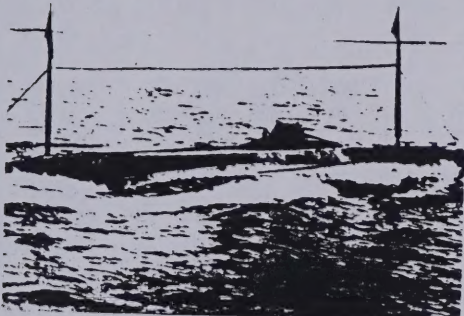
If the submariners of the 1920s and the 1930s had been satisfied with what they had, we would have entered World War II without one submarine capable of carrying the fight to the enemy's home shores. If United States submarines had not done such a fine job in World War II, we would not have gotten the necessary support to cause the revolutionary changes in the ensuing years. We possibly would have had no United States submarines in the post war era. We can give some credit to the World War II submariners for our status today.

Why did we do so well with our submarines in World War II? We did so well because our submarines had been well designed for the task at hand and we had well trained personnel. Without long cruising radius, without an adequate supply of water, without air conditioning, without reliable engines, World War II submariners would not have been able to do the job they did. They were also fundamentally well trained, along the lines of today's training. There is obviously a group of people to whom that credit is due. Many of them are unknown to most of us. That group was small. They are in their late fifties, sixties, and seventies, even perhaps some in their eighties. These were submarine pioneers who can take justified pride in their part in U.S. submarine accomplishments.

Why do we have such a magnificent Submarine Force today? Because we have the same type of dedicated people as our Submarine Forefathers, who were imaginative, and who worked long and hard to give us our present day submarines.

On this sixty-first anniversary of the United States submarines, I ask the help of each and every member of the Submarine Force in channeling his thoughts to the future. Set your sights high so that one day we all may feel proud of our part in submarine accomplishments as do our predecessors.

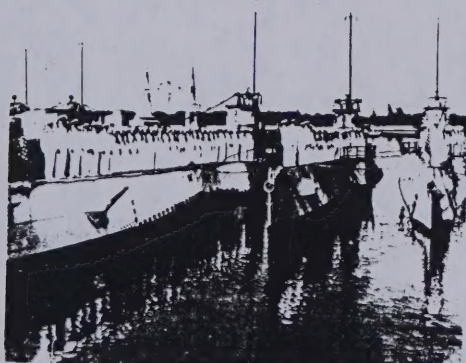
SIXTY-ONE YEARS OF SUBMARINE PROGRESS



FIRST U.S. NAVY SUBMARINE—On April 11, 1900 the "Submarine Service" was born with the acceptance of this stubby, cigar-shaped submersible. Named after its builder and designer, John Phillip Holland, USS HOLLAND was a 74-ton, 53-foot craft.



WORLD WAR I SUBMARINE—USS K-1 (SS-32) was a unit of the Submarine Force during World War I that saw duty in the Atlantic Ocean.



S-CLASS SUBMARINES—Built between 1920 and 1925, these S-class submarines proved their worth during World War II.

Next Tuesday marks the 61st Anniversary of the birth of the American Submarine Service. Just 61 short years ago, the U.S. Navy accepted its first submarine, the USS HOLLAND, and thus on April 11, 1900 the "Silent Service" came into being.

Many strides in submarining have been made since John Holland, Father of American submarines, built the submarine that was accepted by the U.S. Navy back on April 11, 1900. Today with the Fleet Ballistic Missile submarines coming off the building ways at three to four a year, the future of the Submarine Service has never been greater.

The nuclear-powered submarine, the world's first true submersible, has come of age and has been operating with both the Atlantic and Pacific Submarine Forces for nearly five years. The commissioning and subsequent assignment of the nuclear-powered Fleet Ballistic Missile submarines USS GEORGE WASHINGTON (SSBN-598) and USS PATRICK HENRY (SSBN-599) to the Atlantic Submarine Force, has at last harnessed the nuclear plant with the ultimate weapon to stem aggression, the POLARIS missile.

When the small stubby, cigar-shaped HOLLAND was accepted by the Navy, little did anyone realize the military significance it would have in the future.

The importance of today's "Underseas Arm" was proven conclusively during World War II, and is exemplified by the atomic-powered submarines. GEORGE WASHINGTON, PATRICK HENRY, ROBERT E. LEE, THEODORE ROOSEVELT, NAUTILUS, SKATE, SKIPJACK, SARGO, SWORDFISH, SEADragon, HALIBUT, TULLIBEE, SCAMP, SCORPION, TRITON, and ABRAHAM LINCOLN, and their sister-ships now awaiting commissioning or in the building ways.

The modest appearance of the Navy's first submarine gave little indication of the submarines that were to follow.

Of today's active submarines, there are many different types, both conventional-

ly powered and nuclear-powered. They vary from the battle-proven World War II fleet-type and the streamlined Guppies, to the quiet, deadly fast attack submarines: from the high speed nuclear-powered attack submarines to the guided missile, hunter-killer, radar picket, experimental and Fleet Ballistic Missile craft.

The U.S. Navy's first "boat"—as submariners call the submarines they man—was the USS HOLLAND, named in honor of its designer and builder, John Phillip Holland. He is known today as the "Father of the U.S. Submarine."

John Holland, short in stature but long in vision, had more to do with submarine development between 1840 and 1900 than any other person. In 1875, his plans for a submarine were rejected by the Navy on the basis that no intelligent man could be persuaded to serve in such a craft.

Finally in 1895, he succeeded in getting a \$150,000 contract for the U.S. Government's first submarine, "PLUNGER" was built but was never accepted as it failed to meet Navy specifications. However, Holland didn't give



FIRST SUBMARINE IN HAWAII—USS F-1 (SS-20) was the first U. S. submarine to be homeported in Hawaii, arriving in Honolulu harbor on August 2, 1914.

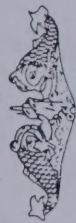
up. Meanwhile, with his own funds to his own specifications, he built his ninth submarine. Despite many difficulties, including the accidental flooding of the vessel, she was finally completed and accepted by the U.S. Navy on April 11, 1900 as the USS HOLLAND.

This 75-ton, 53-foot submarine was placed in commission the day she was accepted at Crescent Shipyard, Elizabeth, N.J. She was commanded by Lieutenant H. H. Caldwell, her only officer, and manned by a crew of five enlisted men. On the surface, the HOLLAND, could make eight knots powered by a 50-horsepower, four cylinder gasoline engine. With her electric motor, she was able to make 5 1/2 knots submerged.

HOLLAND was in service for 17 years and utilized mostly for training. Three submariners, who trained aboard HOLLAND, became Fleet Admirals in World War II. They were Chester W. Nimitz, Ernest J. King and William F. Halsey.

Six submarines similar to HOLLAND were added to the Navy roster, in the two years following her commis-

(Cont'd on Page 6)



MEET THE 1961 PEARL HARBOR SUBMARINE FORCE

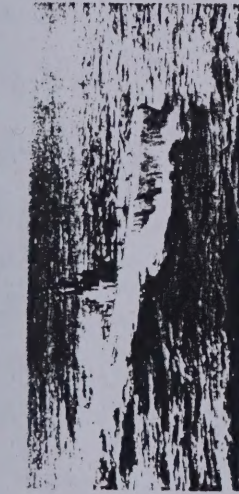
FRIDAY, APRIL 7, 1961

FRIDAY, APRIL 7, 1961

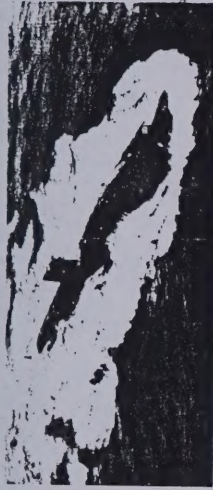
★ PATROL



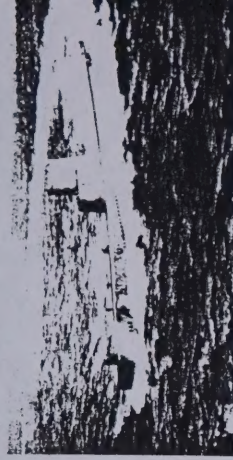
U.S.S. PICKEREL (SS-324)



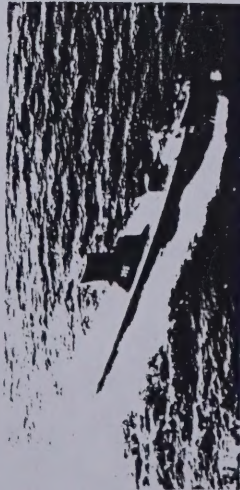
U.S.S. ARCHERFISH (AGSS-311)



U.S.S. HALIBUT (SSGN-587)



U.S.S. BLUEGILL (SS-242)



U.S.S. STERLET (SS-392)



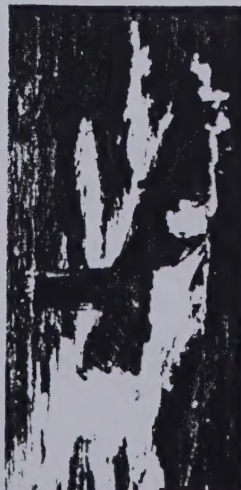
U.S.S. GRAYBACK (SSG-574)



U.S.S. SABALO (SS-302)



U.S.S. GUDGEON (SS-367)



U.S.S. TANG (SS-563)



U.S.S. CUSK (SS-348)



U.S. NAVAL SUBMARINE BASE, PEARL HARBOR



U.S.S. BREAM (SS-243)



U.S.S. TIRU (SS-416)



U.S.S. SWORDFISH (SSN-579)



U.S.S. BARBERO (SSG-317)



U.S.S. WAHOO (SS-565)



U.S.S. BASHAW (SS-241)



U.S.S. GROWLER (SSG-577)

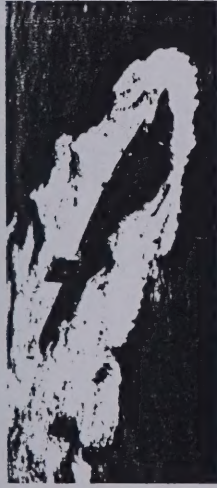


U.S.S. CARBONERO (SS-337)

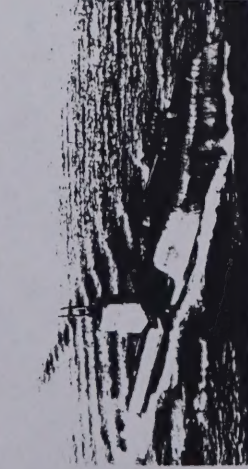
HE 1961 PEARL HARBOR SUBMARINE FORCE FAMILY



U.S.S. ARCHEFISH (AGSS-311)



U.S.S. HALIBUT (SSGN-587)



U.S.S. GRAYBACK (SSG-574)



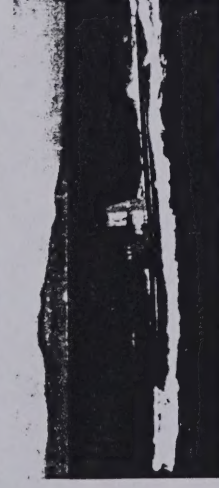
U.S.S. CUSK (SS-416)



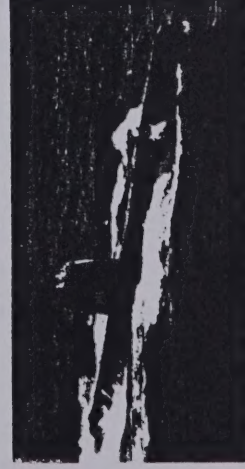
U.S.S. SABALO (SS-302)



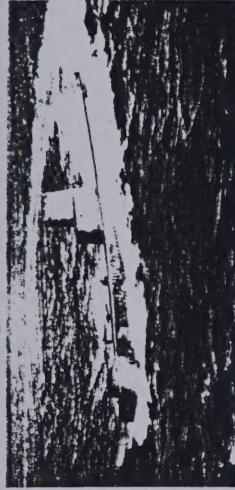
U.S. NAVAL SUBMARINE BASE, PEARL HARBOR



U.S.S. BASHAW (SS-241)



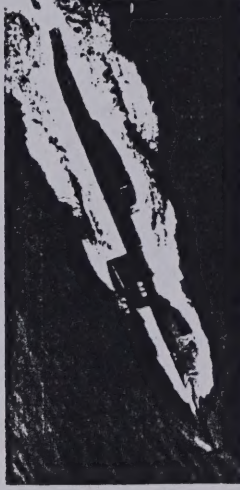
U.S.S. WAHOO (SS-565)



U.S.S. BLUEGILL (SS-242)



U.S.S. GUDGEON (SS-567)



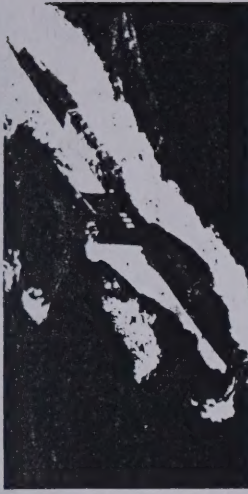
U.S.S. SWORDFISH (SSN-579)



U.S.S. TUNNY (SSG-282)



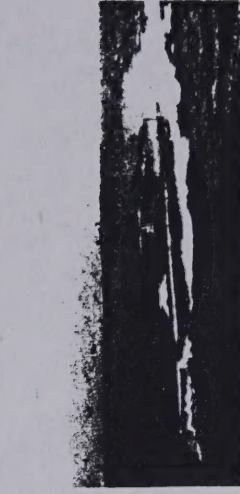
U.S.S. CARBONERO (SS-337)



U.S.S. SEADRAGON (SSN-584)



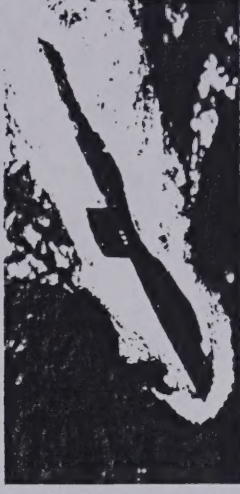
U.S.S. MEDREGAL (SS-480)



U.S.S. GREENFISH (SS-351)



U.S.S. BLACKFIN (SS-322)



U.S.S. SARGO (SSN-583)

SIXTY-ONE YEARS OF SUBMARINE PROGRESS

(Cont'd from Page 3)

sioning. Diesel propulsion, one of the greatest steps in the development of submarines, was introduced in 1905. New designs were developed and tested and the Navy started acquiring an average of two submarines per year.

Thus, the fundamental principles of construction and operation of submarines had been determined and demonstrated well before World War I. Both gasoline and diesel, in addition to steam, were available for use as practical power plants. The invention of the periscope increased the feasibility of underwater navigation. The perfection of the torpedo—primary weapon of the submarine—made the submarine ready to take its place as a major factor in naval strategy.

In sixty-one years of progress since accepting its first submarine, the U.S. Navy through its submarine service, has greatly increased the efficiency and scope of its operations. The futuristic designs and capabilities of submarines today contrast sharply with the tiny one-man contraptions that first dared to venture beneath the seas and the unobtainable, simplified models of the HOLLAND era.

Submarine progress has been rapid and expansive during the Twentieth Century. Germany first demonstrated the potentialities of submarines during World War I. In 1917, our submarines crossed the Atlantic for duty in European waters; however, they never encountered the enemy. Their main battle was in keeping

their cramped, uncomfortable and relatively unreliable craft operating.

For six years after World War I, the "R" and "S" class submarines were the only ones built. The "R", "S" and "O" vessels proved their worth and many were still in service at the end of World War II.

Completion of the USS BARRACUDA in 1942 marked the final departure from the smaller type of submarine. The BARRACUDA-class was followed by ARGONAUT, NARWHAL and NAUTILUS, the three largest conventional submarines built by the United States (371-381 feet). This class submarine bridged the gap between the small "S" class and the 1500-ton, 311-foot fleet-type that gained fame during World War II.

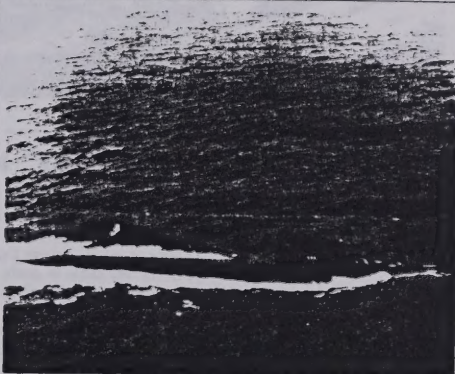
For the first two years of World War II, American submarines bore the brunt of the fighting—holding the defense line in the Southwest Pacific and lead the Navy's offense in the Central Pacific. The final submarine score tells a never-to-be-forgotten story. During World War II, American submarines in the Pacific sank 1,750 Japanese merchant vessels, and more than 200 major combat ships. All in all, U.S. submarines sank more than 56 percent of all Japanese naval and merchant shipping. Our casualties—375 officers and 3,131 enlisted men—were painful, but their achievements stand as a monument to the greatest submarine force in history.

Changes in tactical development, advances in equipment and increased capabilities growing out of World War II, touched off a post-war modernization program. Based on experience of U.S. submarines and data captured from the Germans, post-war developments included the addition of the "snorkel" and the modification of fleet-type submarines into "Guppies."

The snorkel breathing device enables submarines to travel submerged for prolonged periods of time using their diesel engines instead of wasting battery power. Air needed for the diesels is inducted and exhausted through the snorkel tube. "Guppy" means "greater underwater propulsion power." The greater speed was attained by installing high capacity electric storage bat-



ONLY ONE OF HER KIND—USS HALIBUT (SSGN-587) has the distinction of being the only nuclear powered submarine of her kind—she launches the Regulus guided missile.



WORLD'S LARGEST SUBMARINE—USS TRITON (SSRN-586), the world's largest submarine ever built at 447 feet long, is powered by twin nuclear reactors. The Navy's largest radar picket submarine, TRITON has the distinction of being the world's first submarine to circumnavigate the globe submerged.



BARRACUDA-CLASS SUBMARINE—USS NARWHAL (SS-167), a BARRACUDA-class submarine, was one of three of the largest submarines built by the U.S. She was 381 feet long. The BARRACUDA-class submarines bridged the gap between the S-class and World War II fleet-type submarines.



FIRST SUBMARINE LAUNCHED MISSILE—USS CUSK (SS-348) fires Navy's first guided missile from her decks. The year was 1947 and the missile is the LOON. CUSK has since been converted to a missile guidance submarine.

teries and streamlining the superstructure and hull.

Six high-speed, fast attack submarines joined the submarine force during the early 1950's. The first of this class was USS TANG (SS-563), which is based here at Pearl Harbor with two of her sister-ships, USS GUDGEON (SS-567) and USS WAHOO (SS-565).

In addition to these, other specialized post-war developments include the guided missile submarines USS TUNNY (SSG-282) and USS BARBERO (SSG-317), both conversions of the World War II fleet-type submarine, and USS GRAYBACK (SSG-574) and USS GROWLER (SSG-577). GRAYBACK was the first submarine built specially for

launching guided missiles.

GROWLER was originally designed as an attack submarine, but construction was suspended before she was completed and was then converted to a guided missile launcher. Other special submarines include: troop transport submarines (ASSP's), cargo carriers (ASSA's), radar pickets (SSR's), target submarines (SST's), and auxiliary and experimental submarines (AGSS's).

USS ALBACORE (AG-SS-569), one of the most radical experimental types, is capable of faster submerged speeds than any other operating submarine with conventional power plant. This 1200-ton vessel added the "new look" to submarine design.

(Cont'd on Page 7)

SPECIAL MEMORIAL SERVICES

Special memorial services will be held in two Pearl Harbor chapels for four submarines lost in World War II during the month of April.

Honored at services of all faiths during the remainder of April will be the submarines USS PICKEREL, USS GRENADIER, USS GUDGEON and USS SNOOK.

Conducting the memorial services on Sundays will be Lieutenant Commander C. V. Northrup, Chaplain Corps, U. S. Navy, and Lieutenant Commander J. A. Costa, Chaplain Corps, U. S. Navy, Protestant and Catholic Chaplains, respectively, at the Submarine Base Chapel. Lieutenant David Clayman, Chaplain Corps, U. S. Navy, Jewish Chaplain with the 14th Naval District, will call special attention to these submarines during services on Saturdays during the month at Aloha Chapel, Johnson Circle.

The observances are in honor of the Submarine Service which celebrates its 61 Anniversary on April 11th.

USS PICKEREL (SS-177) was lost with all hands some time during the early part of April, 1943. No word was heard from PICKEREL after April 9th and she is believed to have been sunk by Japanese warships off Honshu, Japan.

USS GRENADIER (SS-210) was severely damaged by Japanese aircraft April 22nd, 1943, and was scuttled off Penang in the Malay Peninsula area. Her entire crew was taken prisoner.

USS GUDGEON (SS-211) departed Pearl Harbor April 4, 1944, for her twelfth war patrol. On April 18th Japanese planes reported an attack on a submarine 166 miles off the island of "Yuoh," scoring one hit on the bow and a second directly on the bridge. The submarine burst open and oil pillars rose.

Although there is no record of an island by that name, and GUDGEON was at this time due off the island of Maug in the Northern Marianas, GUDGEON was never heard from, nor did she acknowledge any messages. GUDGEON may have been the target.

The last submarine lost during April, USS SNOOK (SS-279), was last heard from on April 8, 1945. Operating in the Luzon Strait and Sakesbima Gunto areas, SNOOK is believed to have been sunk by either a mine or an enemy submarine.

RESCUE VESSELS - A SUBMARINE'S LIFE-LINE

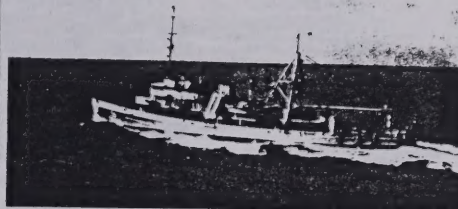
Two vessels homeported at Pearl Harbor train daily for their job, but with the hope that they never need do it.

These two vessels are the Submarine Rescue Vessels, USS COUCAL (ASR-8) and USS GREENLET (ASR-10).

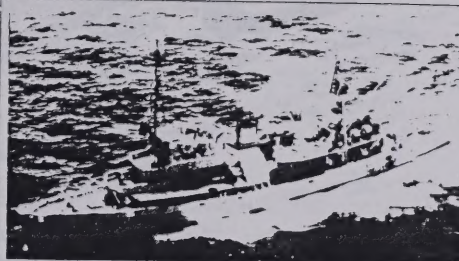
The primary mission of the Submarine Rescue Vessel is to rescue personnel from disabled submarines and to assist in their salvage. For this use, they have an abundance of salvage equipment, submarine rescue chamber and a large complement of deep sea divers.

The vessels undergo vigorous training. Constant preparedness is necessary to keep them ready at all times for an operation that is hoped will never exist.

Besides their primary mission day in and day out, they render other services to the combatant ships of the Submarine Force such as target towing and administering emergency repairs.



U.S.S. COUCAL (ASR-8)



U.S.S. GREENLET (ASR-10)

SUBMARINES IN "OUTER SPACE" PROGRAM

Submarines, which until recently have devoted their activities to "inner space", are now aiding scientists in "outer space" activities.

For instance, a submerged submarine gives scientists a fine opportunity to investigate air contaminants over extend-

ed periods of time. Human reactions under sealed conditions, after confinement in small spaces, gives a good indication of what the astronaut must face in a sealed capsule. In fact, it can be presumed that the first large space vehicle will undoubtedly resem-

ble the interior of a submarine in many ways.

But, it's doubtful that the space vehicle will carry a klaxon horn or that its occupant will be yelling "dive!" "dive!" when he's ready to re-enter the earth's atmosphere.

SIXTY-ONE YEARS OF SUBMARINE PROGRESS

(Cont'd from Page 6)

Her revolutionary hull design, which is shaped like a fish, was born in an aeronautical wind tunnel. Her controls, patterned after an airplane's "stick", are equipped with built-in steering wheels, which can be operated by one, two or three men. ALBACORE is smaller than the conventional fleet-type, Guppy or fast attack submarine.

A new era of submarining was launched on January 17, 1955, when USS NAUTILUS (SSN-571), the world's first nuclear-powered submarine, got underway from Groton, Connecticut, under atomic power.

Just a little over a year later, the second atomic submarine, USS SEAWOLF (SSN-575) was launched. She was originally powered by a sodium-cooled reactor

but has since been converted over to a water-cooled reactor. USS SKATE (SSN-578), the Navy's third nuclear submarine and the first of her class of attack submarines, was launched the latter part of 1957. Then came USS SWORDFISH (SSN-579) in mid-1958, and USS SAR-

GO (SSN-583), the first nuclear submarine to be built on the West Coast and the first atomic submarine to operate with the Pacific Submarine Force. The last of the SKATE-class attack submarines, USS SEADRAGON (SSN-584), was commissioned in the latter part of 1959

and arrived for duty in Pearl Harbor on September 14, 1960. SEADRAGON accomplished a submarine first when she transited the Arctic Ocean from east to west, thus establishing a "new" Northwest Passage, during her transfer of homeports from Portsmouth, N.H. to Pearl Harbor. SEADRAGON is currently flagship of the Pacific Submarine Force.

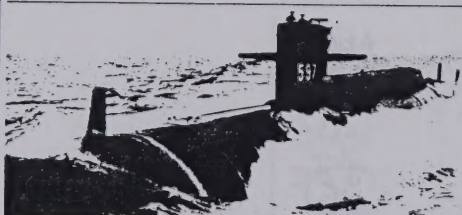
Originating from the ALBACORE "dream hull", USS BARBEL (SS-580), a diesel-powered, high-speed submarine, was commissioned in January 1959. Her sisterships, USS BLUEBACK (SS-581) and USS BONEFISH (SS-582), were commissioned late in 1959, thus ending the era of diesel-powered submarine construction.

The sixth nuclear-powered submarine, USS SKIPJACK (SSN-585), was commissioned on April 15th, 1959. This

2850-ton vessel is the first of a series of seven SKIPJACK-class, high-speed, attack submarines. She combines the "new blimp-shaped hull" with the nuclear power plant. With these two features, SKIPJACK literally "flies" through the water. She is able to outmaneuver the fastest surface vessel afloat, and be able to cruise submerged at speeds "in excess of 20 knots." She features the "new look in submarines" with the thin, dorsal-fin-like sail with the diving planes mounted on the sail itself instead of near the bow. Also SKIPJACK features just one screw (propeller) instead of the usual two on other active nuclear submarines, and conventional submarines now in operation with the force.

The first of a new line especially designed nuclear-powered guided missile submarines was commissioned at

(Cont'd on Page 8)



SUBMARINE KILLER — USS TULLIBEE (SSN-597), the Navy's 14th operational nuclear powered submarine, steams in Long Island Sound during builder's trials. Vertical fins shown fore and aft contain sonar gear for tracking down enemy submarines. TULLIBEE is the first atomic submarine designed specifically for anti-submarine warfare.

PEARL HARBOR SUBMARINE BASE HUB OF SUB FORCE PACIFIC

Perhaps the most important single installation of the Submarine Force, U. S. Pacific Fleet, is the Submarine Base at Pearl Harbor.

The history of this base dates back to 1919, when six submarines arrived in Hawaii with orders to establish a base at Pearl Harbor.

With Commander Chester W. Nimitz (now Fleet Admiral) as its first commanding officer, the base began operations with only one finger pier and a few temporary buildings.

Living quarters were improvised aboard the cruiser USS CHICAGO, which was moored where the base's largest pier now stands.

The first permanent building, still in use as the battery overhaul shop, was erected in 1923.

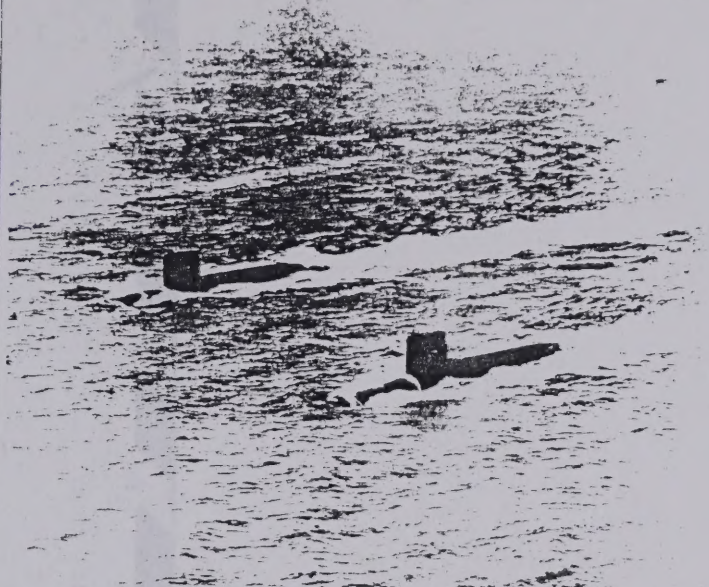
The base was expanded until by 1925 there were more than twenty-five permanent buildings.

The spacious barracks building, capable of berthing over 1,400 men, was completed in 1928.

From 1944 until July, 1945, over 400 submarines were overhauled, refitted or repaired—an indication of the magnitude of work accomplished by this activity during World War II.

The Submarine Base today, consisting of 800 acres of land and 75 buildings, takes on an added importance in view of the increasingly vital role planned for undersea craft in the event of future wars.

The present Commanding Officer of Submarine Base is Captain Richard C. Latham, U.S. Navy.



NEWEST U. S. SUBMARINES—The newest U. S. submarines operating with the fleet are the Fleet Ballistic Missile submarines USS PATRICK HENRY (SSBN-599) and USS GEORGE WASHINGTON (SSBN-598). These submarines fire the POLARIS missile and carry alternating BLUE and GOLD crews.

SIXTY-ONE YEARS OF SUBMARINE PROGRESS

(Cont'd from Page 7)
Mare Island, California in December 1959. She is the USS HALIBUT (SSGN-587). HALIBUT features the marriage of nuclear propulsion with guided missile hull. She is the third nuclear submarine to be homeported in Pearl Harbor.

Following HALIBUT, a complete new line of nuclear-powered submarines were introduced to the "Silent Service" when USS GEORGE WASHINGTON (SSBN-598) was commissioned on December 30th, 1959, at Groton, Connecticut. These new submarines are the Fleet Ballistic Missile "POLARIS" launching "Defenders of the Deep." Named for American

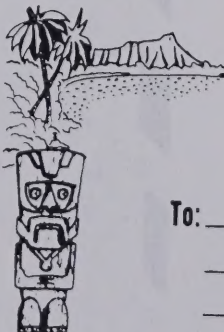
patriots and outstanding figures in American History, the FBM submarines are among the world's largest submersibles ever constructed. A total of five FBM submarines are now in commission, with 12 under construction, launched or contracted.

In April 1959, the world's largest submarine ever built was commissioned, USS TRITON (SSRN-586) is now operating with the Atlantic Submarine Force. She is the first nuclear-powered submarine especially built for radar picket duty in the far flung ocean regions of the world and the first and to date only nuclear-powered submarine to circumnavigate the globe.

Today, more than ever, the

submarine has acquired a major role in naval warfare; it has grown into an essential factor in our nation's first line of defense as well as offense. The nuclear-powered submarine is the long-delayed realization of inventors' dreams for countless centuries—she is the world's first true submersible, coupled with missile launching abilities—and in the eyes of many experts, the ultimate weapon in the defense of the Free World.

It is appropriate that we observe the 61st Submarine Anniversary with dignity and respect, and honor the submariners of the present and past; and give a nod to the little gentleman who made it all possible.



U. S. Naval Submarine Base
Navy #128 (one two eight)
c/o Fleet Post Office
San Francisco, California

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FBM SUBMARINE FIRES POLARIS MISSILE

NAVY DEPARTMENT

COMMANDING OFFICER

U.S.S. Pickrel (SS 524)

c/o Fleet Post Office

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Mrs. Raymond M. Salisbury
766 Nye Circle
Radford Terrace
Honolulu 18, T.H.

The
IMPORTANCE
of the
NAVY
is
INCREASING

Letter from
commanding officer
after Ray received
his "dolphins"

U. S. S. PICKEREL (SS 524)

Care of Fleet Post Office
San Francisco, California

12 March 1957

Dear Mrs. Salisbury,

It is my very great pleasure to write you this short note to inform you of Raymond's Qualification in Submarines.

After many months of hard work, over and above his normal assigned duties, he has reached the goal of every submariner - his own "dolphins". It may be difficult for you to understand the task he has successfully accomplished; so, if I may, I would like to explain it in general terms.

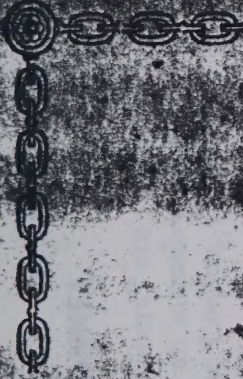
Raymond is now considered by all personnel in the U.S. Navy as capable of operating all of the mechanical and electrical apparatus aboard a submarine. In addition, he knows the location and use of hundreds of valves controlling the fuel for our engines, the lubricating oil for all our rotating machinery, the fresh water we use for bathing and cooking, the salt water we use for controlling our "boat" when diving, the hydraulic oil we use for controlling the large covers that close the openings in our ship when we submerge and operate our bow and stern planes that guide us up and down like an airplane, and the air that permits us to blow our tanks when we surface and operate our torpedo tubes when we fire a torpedo. He knows how to do his job, be alert after long hours on duty, be pleasant when it would be easier to "gripe" because of his small bunk and locker, etc; but above all he learned one major lesson that will go with him through life - when confronted by a task that seems insurmountable, hard work and perserverance will eventually bring one to the goal that has been set. A slacker never wore "dolphins".

I am very proud of Raymond and as his commanding officer I wanted to let you know that, too. His accomplishments in the future will depend upon not only my support in his tasks aboard ship but in your support of his undertakings. Your letters when he is away are his only tie. I'm sure you will also let him know how proud you are of his "dolphins".

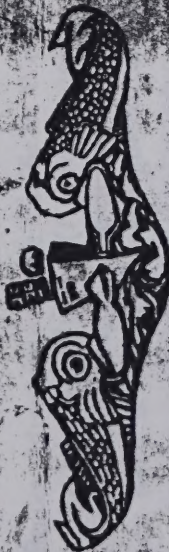
Very sincerely,

W. M. Adams, Jr.

W. M. ADAMS, Jr.
Lieutenant Commander, U.S. Navy
Commanding Officer



THE WAKE OF THE PICKEREL



U.S.S. PICKEREL

(SS 524)

Chief

WELCOME ABOARD

Welcome aboard the U.S.S. PICKEREL (SS-524) one of the Navy's newest and we believe finest submarines. This pamphlet is designed to present to you some facts about our ship, its history, and its general characteristics. In addition, we have included some information about submarines in general—answers to questions we are usually asked. We hope you enjoy your tour aboard and take leave of our ship with a better understanding of problems and pleasures of the "Submarine Navy".

SUBMARINE PERSONNEL

As would be expected, all "Submariners" are volunteers. Most of the officers and men attend an intensive course of study at the Submarine School at New London, Connecticut prior to being assigned to submarine duty.

After reporting aboard, all officers and men must "Qualify in Submarines" within an allotted time. The high standard required to attain this qualification insures that all wearers of the dolphins are competent in all respects. Submariners must be able to do their shipmates jobs as well as their own.

The complexity of a submarine requires a high percentage of petty officers. In fact, the number of non-rated men averages less than twenty percent.

SUBMARINES IN WORLD WAR II

United States submarines in the Pacific in World II sank 1314 ships of the Japanese Empire (Approximately 5 million, 300 thousand tons of shipping). The destruction wrought by our submarine force is universally recognized as one of the major reasons for the capitulation of the Japanese. We paid heavily, however, for our extraordinary success. Fifty two of our submarines were lost, forty eight directly or indirectly as a result of enemy action.

NAMING OF SUBMARINES

United States submarines with exception of the new type K-boats are named after fish. It also has become a custom to name new submarines after distinguished predecessors. The PICKEREL is no exception as she is named after one of the famed units of World War II. The first PICKEREL conducted six successful patrols against the Japanese sinking six and damaging fifteen ships. From the seventh patrol, however, she did not return and it is assumed that she was sunk from a depth charge attack off the North Coast of Honshu in April 1943.

SHIPS HISTORY

The PICKEREL was commissioned on 4 April 1949 but not without a construction history that was unique in the Navy in many respects.

Work on the submarine had originally started in 1944 at the Boston Naval shipyard, and the ship was launched in December of that year without christening ceremony. In the fall of 1945 the submarine was towed to Portsmouth, New Hampshire for completion but in August 1946 all construction was stopped. The ship lay in an "as is" status while the Navy consolidated the knowledge acquired from World War II for new submarine design. Finally in August of 1947 orders were received to resume construction and to incorporate into the submarine all the latest innovations, including the "snorkel", a device similar to the breathing tube, which would permit the ship to operate its diesel engines submerged; and high capacity batteries which would give speed below the surface never realized with World War II submarines.

In the first combined christening and commissioning ceremonies ever held the ship was christened by Mrs. John R. Moore, wife of Captain John R. Moore, USN, and placed in commission by Rear Admiral Morton L. Deyo, USN, Commandant First Naval District, at the Naval Shipyard, Portsmouth, New Hampshire on April 4, 1949.

Chosen by the Navy to command the new PICKEREL was LCDR Paul R. Schratz, USN, veteran submariner with a distinguished war record, having completed eight war patrols against the Japanese Empire.

The ship commenced the arduous task of making itself into an effective fighting unit, and after sea trials reported to the Commander Submarine Force, U.S. Atlantic Fleet for duty on 27 July 1949 in New London, Connecticut.

The stay there was short, however, for the PICKEREL was destined to be a unit of the U. S. Pacific Fleet and accordingly departed on 10 August 1949 and set course for Pearl Harbor, Hawaii. The trip turned out to be both work and play for liberty stops included Norfolk, Jacksonville, New Orleans, Houston, Galveston, Cristobal, Balboa, and finally Pearl Harbor on 28 September 1949, and duty in the Submarine Force, U. S. Pacific Fleet.

At Pearl Harbor, the PICKEREL, as a unit of Submarine Squadron ONE, continued her training until early January when she was ordered to the Western Pacific for temporary duty. The PICKEREL arrived at Subic Bay, Philippine Islands on 12 January 1950 and for two months conducted exercises with the combined United States and British Fleets. On 28 February these exercises terminated and the PICKEREL set course for Hong Kong, BBC, for recreation and a well deserved rest.

On 15 March it was back to sea and after clearing Hong Kong Harbor, the PICKEREL submerged and commenced snorkeling. The rest is history. Determined to test its capabilities, the PICKEREL did not surface until at the Pearl Harbor entrance buoys on 4 April 1950. It was twenty-one days submerged and a total of 5200 miles covered. The fact that the operation was routine and no casualties were encountered is a tribute to the capabilities and efficiency of the officers and crew.

After a brief rest at Pearl Harbor the PICKEREL again commenced routine, but always necessary, training in the Hawaiian Area. This was abruptly interrupted in early July when the PICKEREL was ordered to the Western Pacific to be part of the United Nation Forces in the Korean War.

While in the Korean Area the PICKEREL assisted the submarine PERCH in carrying out an unusual and exciting mission. The PERCH which is especially equipped to land troops in strikes and commando raids on enemy coast lines contemplated a raid in North Korea with British Commando troops. The PICKEREL in preparation for this photographed thirty miles of the North Korean Coastline in detail sometimes only a stones throw off the beach. The photographs and silhouettes provided the commandos helped greatly in insuring the success of PERCH's mission.

The PICKEREL spent four months in the Korean War Zone and for her distinguished operations the Commander Submarine Force, U. S. Pacific Fleet, awarded her officers and men the "Submarine Combat Insignia". This represented another achievement for the PICKEREL for this was the first time since the close of World War II that this honor had been bestowed on any submarine.

Returning to Pearl Harbor the PICKEREL remained in the Hawaiian Area commencing her first overhaul at the Naval Shipyard, Pearl Harbor, in April 1951. With repairs and alterations completed the PICKEREL again reported for operational duty in July 1951.

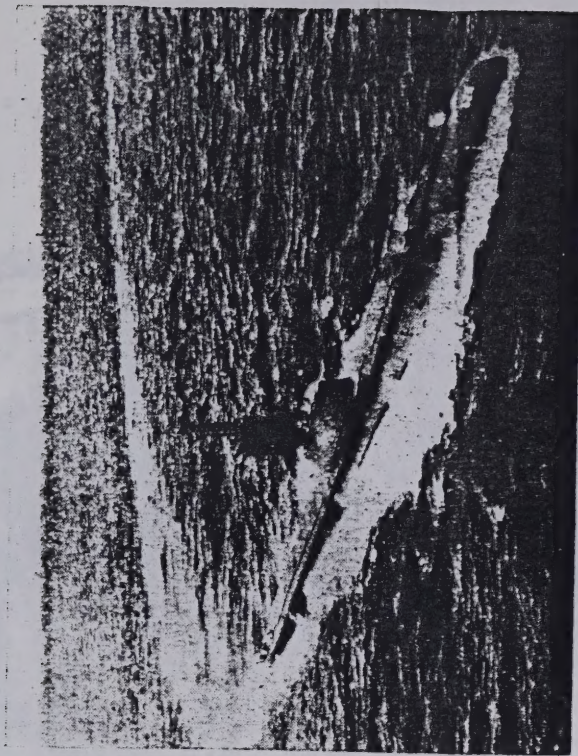
On 24 August 1951 CDR Schratz was relieved by LCDR Henry B. Sweitzer, USN another experienced and capable submariner. The second Commanding Officer graduated from the U. S. Naval Academy in December 1941 (Class of 1942) and during the war made five War Patrols against the enemy in the Pacific. For his distinguished work he has been awarded three Silver Stars and the Navy Unit Commendation.

In April 1952, while undergoing tests of maximum capabilities, the PICKEREL surfaced from a depth of 150 feet at a violent angle. Another submarine which was nearby managed to take a dramatic picture of this occurrence and the picture of the PICKEREL coming out of the water at an angle of 48° received nationwide display.

The ship received another overhaul at the Naval Shipyard, Pearl Harbor where new equipment was installed to keep it up to date with the latest improvements in Submarine Design. With these installations and other necessary repairs completed the PICKEREL reported back for operational duty in April 1953.

The PICKEREL, as a unit of Submarine Squadron Seven, conducted intensive training operations in the Pearl Harbor area in order to be prepared for any mission she might be called upon to perform. In July 1953 she was ordered to report to the Western Pacific for temporary duty. During this tour of duty the PICKEREL returned to Hong Kong for a short visit to the starting point of her famed snorkel run.

Upon completion of its duty in the Western Pacific, the PICKEREL will return to its home port—Pearl Harbor. At this time the Commanding Officer will be relieved by another experienced submariner. An thus, the “wake of the PICKEREL” will continue over and under endless miles of the great Pacific Ocean.



“Our Home”

The Pickerel as seen from the air during exercises off Pearl Harbor.



"Take Her Up"

Snorting sea water from her bow Tanks, the PICKEREL porpoised out of the Pacific ocean at the violent angle shown above.



PICKEREL HAS AWARD CEREMONIES

At formal ceremonies on 16 December 1959, CAPT W. J. Gersmerhausen, Jr., Commander Submarine Squadron SEVEN, presented advancement certificates and new rating badges to nineteen men and dolphins to another twelve men attached to USS PICKEREL (SS-524).

Twenty-seven men attached to the PICKEREL participated in the August 1959 service-wide Advancement in Rating Examinations. Twenty-three of these men passed the examinations. Two other men made sufficiently high marks to be designated as strikers.

The twelve men receiving their dolphins recently completed their training for the designation "Qualified in Submarines." Of these twelve, three men completed their qualification in three months or less.

A considerable amount of individual and shipboard effort stands behind this record of advancement in rate and qualification in submarines for which PICKEREL is justly proud.

PICKEREL is commanded by LCDR S. S. Ellis, and carries a crew of ten officers and 80 men.

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SACRED ORDER OF THE GOLDEN DRAGON

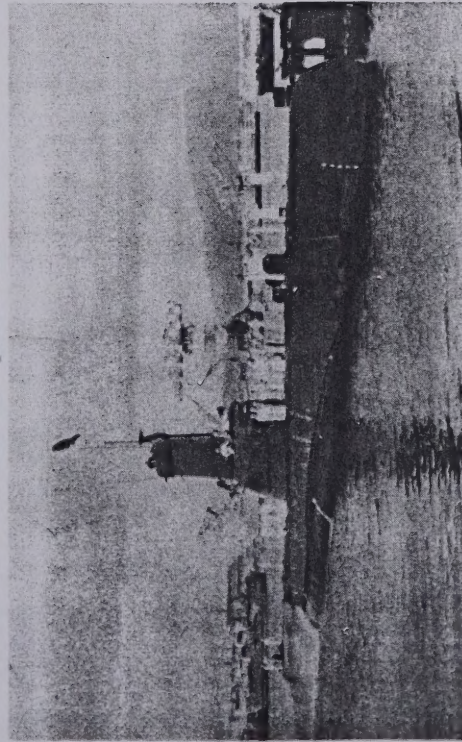
Know ye, that Raymond M. SALISBURY, EML,

on the 1st day of November, 1956,
aboard the USS PICKEREL, Latitude 30° 00' N
Longitude 180° 00', having been inspected and found
worthy, was initiated into the

Sacred Order of the Golden Dragon
Wm. Adams, Jr., LODR, SN
Ruler of the 180th Meridian

PacFleet 118

Navy—Pearl Harbor, T. H.



USS Pickerel (SS524) steams into Sail 8 upon her return from WestPac.
A band and many relatives greeted the crew.

*Early 1956
Before Ray
went aboard*



Commendatory Mast was held for the above group of Pickerel crewmembers recently in WestPac. They are (L. to R.) J.F. Carter, ETC, R.M. Lamoureux, ENC, Piene, ENL, J.M. Jones, ENL, H.R. Haines, EN2, J.F. Armstrong, SO2, Misquez, CS2, and G.S. Curtis, EN3. Missing is R.W. Hall, SO1.



The above group of men qualifie in submarines while in WestPac aboard the USS Pickerel (L. to R.) R. L. Phillips, RMC, D.L. Tingle, QM1, E.C. Perry, ENL, P.J. Lielas, EM2, J.W. Wilson, SN, T.F. Conwell, FN, J.D. Mulrey, EMFN, and R.G. Shipp, SN. Also qualifying but absent from picture were V. W. Bacot, ET3, R.E. Evans, RMI, G.A. Carter, TM3, E.C. Cubas, TN, C.D. Myhre, EN3, M.O. Almaguer, SN, H.D. Butler, SN, and S.M. Sanders, EM3.

Adams

Dolphin Wives Honor Departing Members

Dolphin Wives said farewell to Mmes. David Purkhiser, Edward Quick, and Samuel Stanford at their September coffee hour. Mrs. Purkhiser leaves for Oxford, Calif., Mrs. Quick for Windsor Locks, Conn., and Mrs. Stanford for Twin Falls, Idaho. All three were presented with leis and Dolphin "Aloha" plaques, handpainted with the club insignia.

Mrs. Albert Owen was named Aloha Chairman.

Mmes. Raymond Salisbury, Robert Bacon, and Charles Anderson were introduced as new members, and Mrs. Ray-

mond Jellerson was reinstated after six months at Mare Island, Calif. Mrs. Jellerson won the door prize, a beaded necklace-earring set.

Special guests of members were Mmes. Thomas Henry, Francis Denn, Robert Mathey, Gerald Culverson, Clarence Chavis, James Ochs, Horace Brackett and Preston Pond. Mrs. Robert Williamson was welcomed home after a month's visit to her parents in Michigan.

The birthday gift, a casserole and cover with candle warmer, was won by Mrs. Charles Anderson.

U. S. S. PICKEREL (SS 524)

Care of Fleet Post Office
San Francisco, California

Northern Line
Sunday Service
10 February 1957

PROTESTANT DIVINE SERVICES

The Call to Worship: (SALISBURY, R. M., EMI, USN)

Our help is in the name of the Lord, who made heaven and earth.
The Lord is nigh unto all them that call upon him, to all that
call upon him in truth. Ask, and it shall be given you; seek,
and ye shall find; knock, and it shall be opened unto you; for
every one that asketh receiveth; and he that seeketh findeth;
and to him that knocketh it shall be opened.

The Prayer of Adoration: (SALISBURY, R. M., EMI, USN)

Almighty God, unto whom all hearts are open, all desires known,
and from whom no secrets are hid; Cleanse the thoughts of our
hearts by the inspiration of Thy Holy Spirit, that we may perfectly
love Thee, and worthily magnify Thy Holy Name; through Christ our
Lord.

Amen.

The Apostles' Creed: (ALL IN UNISON)

I believe in God the Father Almighty, Maker of heaven and earth:
and in Jesus Christ his only Son, our Lord; Who was conceived by
the Holy Ghost; born of the virgin Mary, suffered under Pontius
Pilate, was crucified, dead and buried; He descended into hell;
the third day He rose again from the dead; He ascended into heaven
and sitteth on the right hand of God the Father Almighty; from
thence He shall come to judge the quick and the dead.

I believe in the Holy Ghost; the holy christian church; the com-
munion of saints; the forgiveness of sins; the resurrection of
the body; and the life everlasting.

Amen.

Prayer: (KNUDTSON, G. R., EN3(SS), USN)

Our Dear Heavenly Father we thank thee for this opportunity to
gather here again with Thee.

We thank Thee for watching over and guiding us, for showing us
the way to happiness and a brighter tomorrow.

We pray that Thee will watch over our families and loved ones
at home so that we will be together again soon.

Dear Lord we pray for Peace throughout the world so that every
man can live as neighbors in friendship.

We thank Thee again Lord for caring for our sorrows and griefs,
for brightening our hearts in our dull moments so that we will
have a smile for everything which we undertake.

We ask in his precious name.

Amen.

U. S. S. PICKEREL (SS 524)

Care of Fleet Post Office
San Francisco, California

Responsive Reading: (CURNUTT, J. D., SN, USN)

Give ear to my words, O Lord; CONSIDER MY MEDITATION.

Hearken unto the voice of my cry, my King, and my God: FOR UNTO THEE WILL I PRAY.

My voice shalt thou hear in the morning, O Lord; IN THE MORNING WILL I DIRECT MY PRAYER UNTO THEE, AND WILL LOOK UP.

For thou art not a God that hath pleasure in wickedness: NEITHER SHALL EVIL DWELL WITH THEE.

The foolish shall not stand in thy sight: THOU HATEST ALL WORKERS OF INIQUITY.

Thou shalt destroy them that speak leasing: THE LORD WILL ABHOR THE BLOODY AND DECEITFUL MAN.

But as for me, I will come into thy house in the multitude of thy mercy: AND IN THY FEAR WILL I WORSHIP TOWARD THY HOLY TEMPLE.

Lead me, O Lord, in thy righteousness because of mine enemies; MAKE THY WAY STRAIGHT BEFORE MY FACE.

The Scripture Lesson: (GRAY, E. "I", TML(SS), USN) - St. John - Chap. 14 -
Verses 1 - 12.

The Lord's Prayer: (ALL IN UNISON)

Our Father, who art in heaven, Hallowed by Thy Name. Thy kingdom come. Thy will be done, On earth as it is in heaven. Give us this day our daily bread. And forgive us our trespasses, As we forgive those who trespass against us. And lead us not into temptation, But deliver us from evil. For Thine is the kingdom, and the power, and the glory, for ever and ever.

Amen.

Benediction: (SALLSBURY, R. M., EMI, USN)

We thank Thee, our Father, for this time together with one another and with Thee. May we now go on to meet whatsoever Thou has appointed for us with a clean spirit, a sufficient courage, and a strength measured to our needs. Remember our comrades in all the services and our friends and families at home. Grant, O most merciful Lord, that we may not depart in words, thought, or deed from obedience to Thee, through Jesus Christ, in whose Name we pray.

Amen.

From
Salisbury's
They also received
letter.

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LT RAY SALISBURY

766 NYCIRCLE HONOLULU

WELCOME HOME LETTER FROM COMMANDER ADAMS CONGRATULATIONS

DOLPHINS ANXIOUS FOR LETTER LOVE

DAD AND JAN

CFM LT 766

223

RCA



RCA

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2235 KING STREET, HONOLULU TEL. 52521

RCA

COMMUNICATIONS, INC.

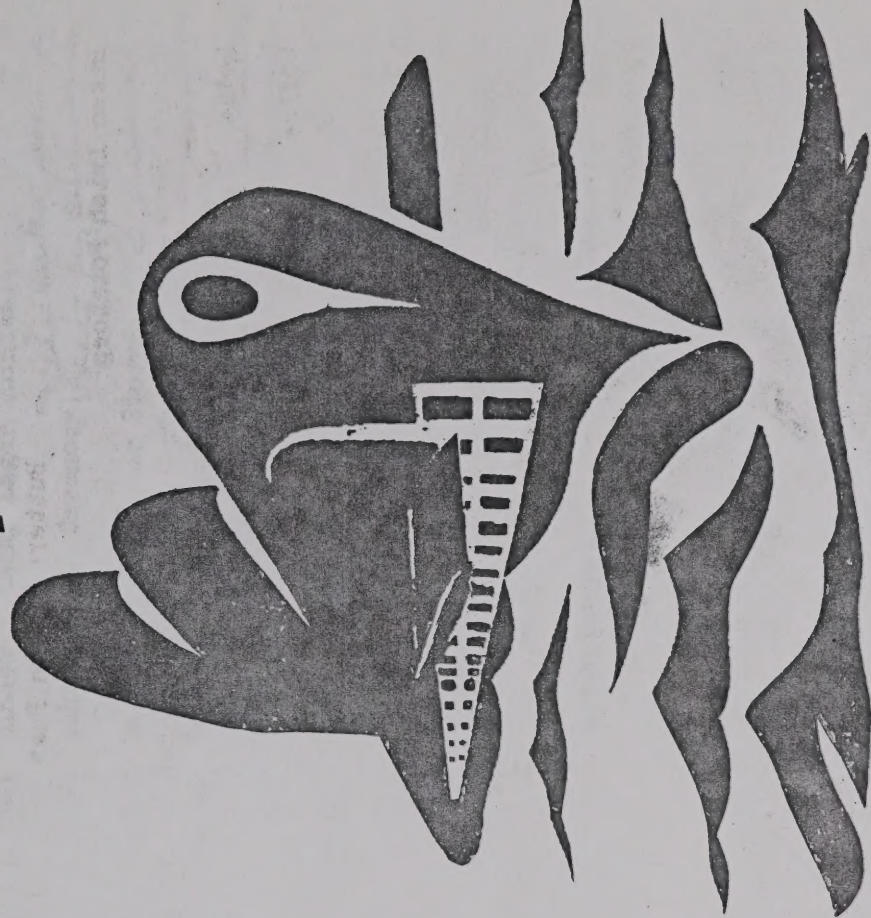
A SERVICE OF RADIO CORPORATION OF AMERICA

2235 KING STREET, HONOLULU TEL. 52521



Submarine Birthday Party

11 April 57



The Personnel of

THE SUBMARINE FORCE

SUBMARINED STATES PACIFIC FLEET
cordially invite you to a Dance and Dinner

11 APRIL 1957

celebrating

THE FIFTY-SEVENTH SUBMARINE BIRTHDAY

Beeman's Center

on Thursday, the eleventh of April

Nineteen Hundred and Fifty-seven

57 YEARS OF PROGRESS

Cocktails
1745 - 1845

Dinner 1845
\$2.50 per person

ENTERTAINMENT

1745 Doors open. Cocktails served until 1845.
Lucky Lager Quintet.

1815 Alfred Apaka Show. *Big recording star
only here.*

1845 Dinner. Lucky Lager Quintet.

2000 Cake Cutting Ceremony. *The cake was a
great big dynamite.
Beautiful*

2010 Movie "The Growler Story". *The Pickens was
in the movie. There is a
shot of him walking down
the deck*

2040 Rosalie Stevenson Show. *they are the entertainers from Don the Bear,
Columbia.*

2055 Tim Johnson, Vocalist.

2110 Bill Coker, Banjo Soloist.

2120 Dancing. Music furnished by alternating
bands until 2400. CinCPac Band and the
Dixiecats.

REFRESHMENTS

Mixed Drinks.

Cold Beer.

MENU

Tossed Green Salad

Buttered Green Peas

Baked Irish Potatoes

Charcoal Prime Rib Steaks

Butter

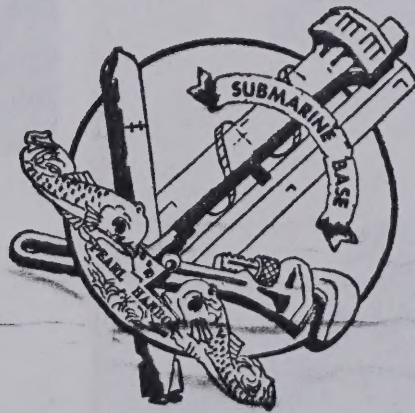
Cake

Rolls

Coffee

Submarine

Birthday Ball



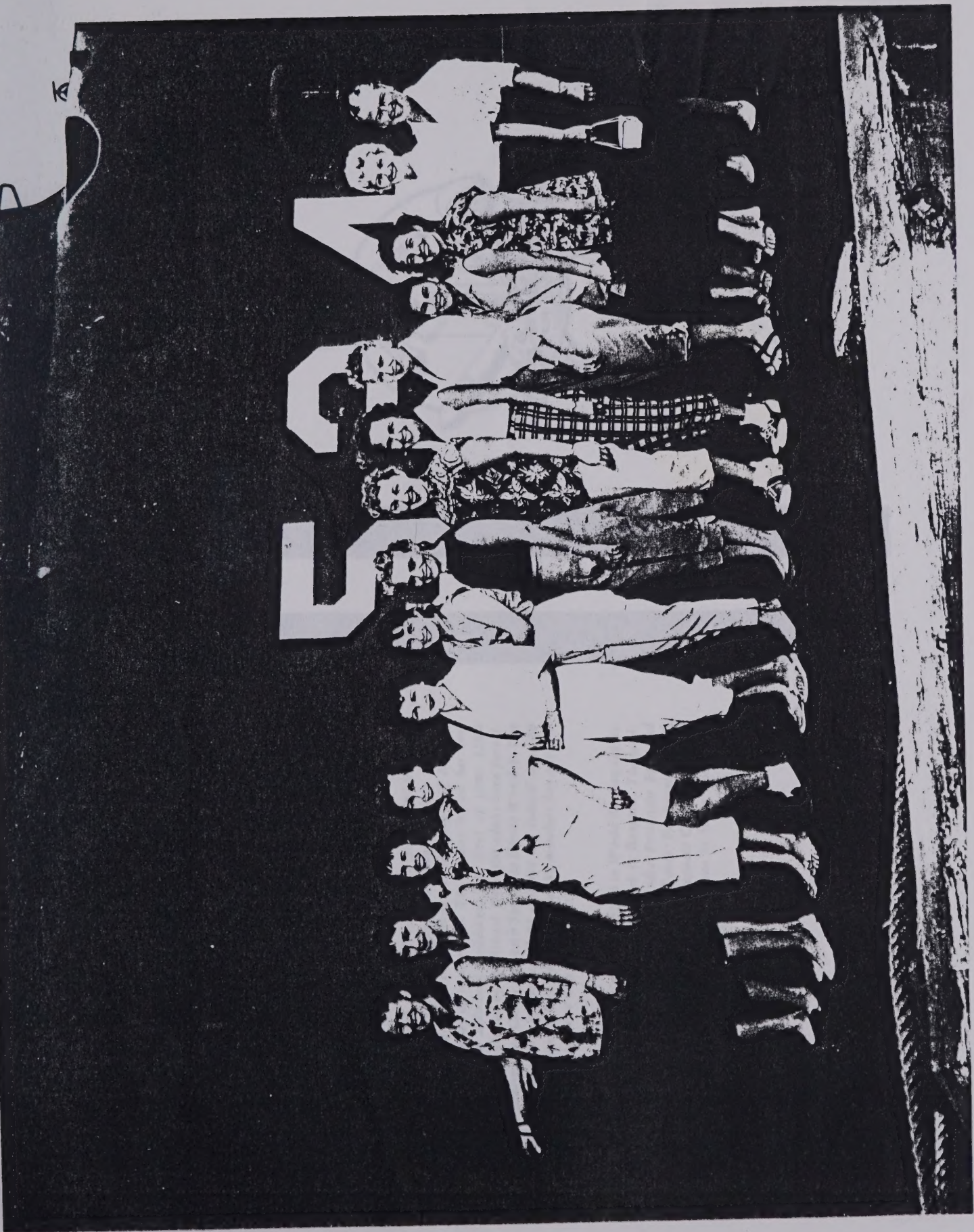
APRIL 11, 1958



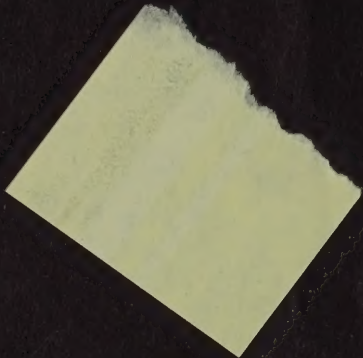
Ray Salisbury
 at Salisbury home
 766 Nye Circle
 Honolulu 18, Territory of Hawaii
 Here Early 1957 to 00 December
 1959

Pictures Taken May 1957





make
original



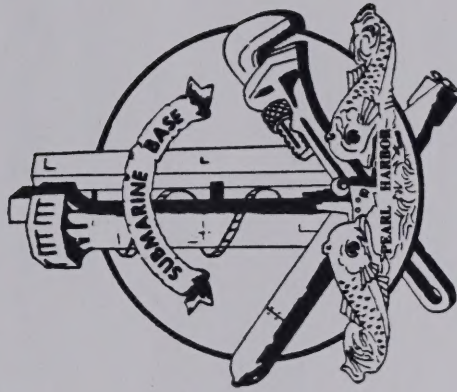
Attendance upon Divine Worship totaled 66 persons on Sunday, 23 August 1955. The number in Church soon began to grow so that by December the average per Sunday was 129. In March, 1956, a second Worship Service was added. In July of that year our Sunday School was organized with 156 children and teachers present. The Congregation continued to grow so that it was necessary to enlarge the Chapel capacity some 80%. This was done in the Summer of 1957. The total attendance upon Divine Worship and Sunday School averaged 1,470 last month. Total number of persons attending Chapel and Sunday School on Sundays from 23 August 1955 to 1 May 1958 was 93,564. Total offering for the period \$30,878.02.

The Sunday School work is carried on by 115 Staff members. Nine Departmental Superintendents together with the Chaplain form a Council which gives direction to the project. A Monthly Staff Meeting is held the last Monday of each month. The Sunday School has now expanded into four additional buildings. The lives of some 2,000 children have been blessed by this school. Over 300 adults have participated as teachers. Two Choirs sing each Sunday at Divine Worship. The Junior Choir presently consisting of 24 children has trained some 80 youngsters. The Senior Choir which now has 37 members has afforded a place of service to some 135 individuals.

The Chapel Congregation has given \$6,952.34 to World Mission causes. This program includes American Baptist work in Bangkok, Thailand; Congregational endeavors in Madurai, South India; Protestant Episcopal in Africa and Nicaragua; Methodist in Seoul, Korea; Presbyterian, U. S. in the Congo; Presbyterian, U. S. A. in Dumaguete City, Philippines; Southern Baptist in Israel; and United Lutheran in Hong Kong. The American Bible Society received \$2,262.20.

SUBMARINE BASE CHAPEL

DINNER



MATSON MEETING HOUSE

Princess Kaiulani Hotel
Honolulu, T. H.

23 May 1958

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PROGRAM

MENU

The Blessing Lieutenant Art Edsall

Progress Report Chaplain Harold F. Menges

Response to the Report Captain C. M. Henderson
COMMANDING OFFICER

Reading "Work" Jerome Smith

Introduction of Guests

"No Man is an Island" Whitney-Kramer

"The Song of My Land" Wilson

SUBMARINE BASE CHAPEL CHOIR

DIRECTOR — MR. TED YANAGIHARA

PLANIST — MRS. H. E. GLICK

Address The Right Reverend Harry S. Kennedy
BISHOP, EPISCOPAL DIOCESE OF HONOLULU

Closing Hymn All Hands

"Eternal Father"

*Eternal Father, strong to save,
Whose arm doth bind the restless wave,
Who bidd'st the mighty ocean deep,
Its own appointed limits keep;
O bear us when we cry to Thee,
For those in peril on the sea.*

Amen.

Hearts of Celery Carrot Sticks

Mixed Ripe and Green Olives

Fruit Cocktail Supreme

Green Salad Bowl Thousand Island Dressing

Roast Maryland Turkey

Natural Gravy

Chestnut Dressing Cranberry Sauce

Mashed Potatoes Cut Fresh String Beans

Hot Green Apple Pie
with
Cinnamon Sauce

Beverage Rolls



Punchbowl — 1830

Dinner — 1930

3

3

3

3



RAYMOND SALISBURY

SUBMARINE BASE CHAPEL BANQUET

Matson Meeting House

23 May 1958

Honolulu, T. H.



WILLIE SALISBURY

SUBMARINE BASE CHAPEL BANQUET

Matson Meeting House

23 May 1958

Honolulu, T. H.

Willis
Dined with
Ray's mother Thekla
Salisbury

6 July. 1957



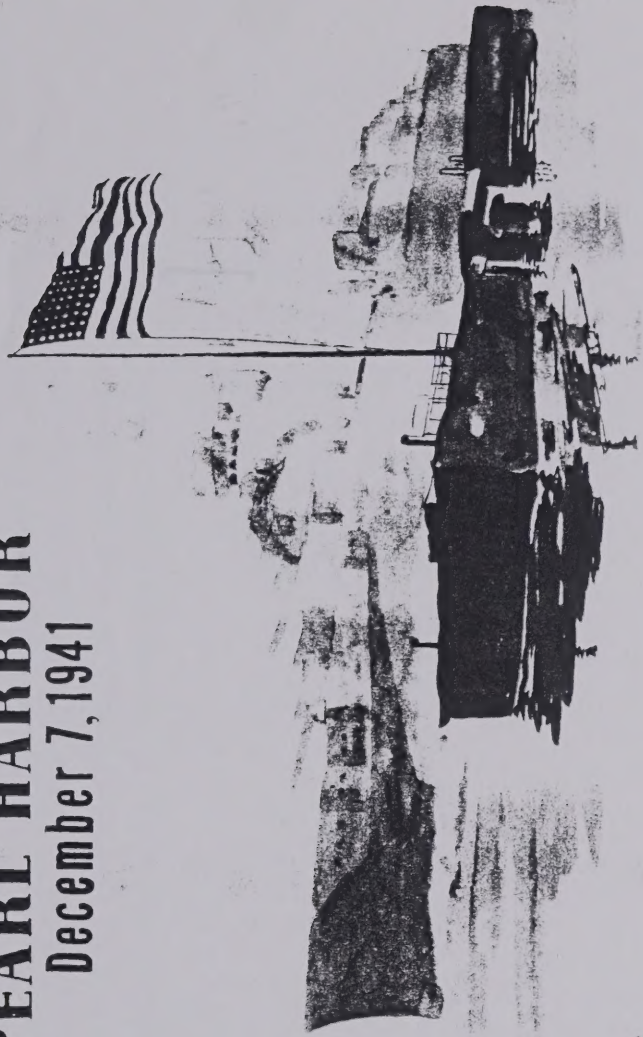
PEARL HARBOR

DEC. 7, 1941



PEARL HARBOR

December 7, 1941



On December 7, 1941, the United States of America was attacked at Pearl Harbor. In the war which followed, many Americans died. During that period of darkness, however, there were heartening displays of national character—the initiative and courage of a free people, and the unceasing production of our industry.

From the carnage of December 7, 1941, grew the magnificent base of the present Pearl Harbor. Pearl Harbor stands today as a monument not only to those who died, but to the living whose integrity and toil created it.

HEADQUARTERS, COMMANDER IN CHIEF
PACIFIC AND U. S. PACIFIC FLEET
PEARL HARBOR, TERRITORY OF HAWAII

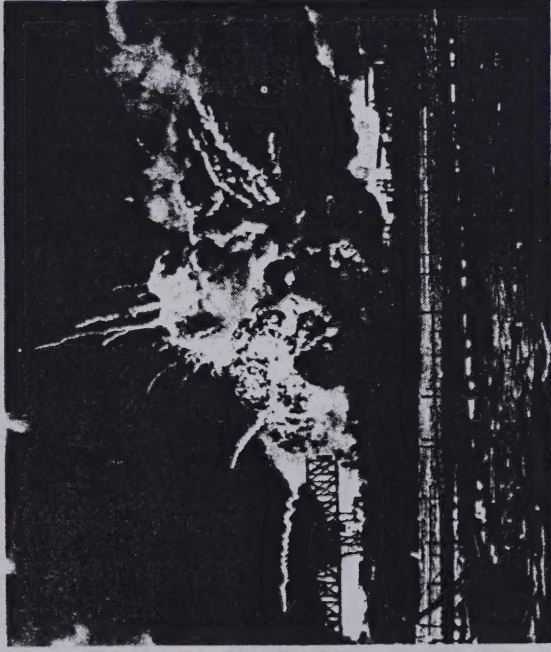
AT DAWN on Sunday, December 7, 1941, while Japanese emissaries were negotiating with U. S. officials in Washington, a Japanese task force of 33 ships (six aircraft carriers, two battleships, three cruisers, eleven destroyers, three submarines, and eight supply ships) steamed to a position approximately 200 miles to the north of Oahu. Three hundred and fifty-three Japanese carrier-based aircraft were launched in an attack upon the U. S. Pacific Fleet in Pearl Harbor.

Striking in over Oahu from the west at 7:40 a.m. Japanese planes struck at Schofield Barracks and adjoining Wheeler Field at the base of the Waianae mountain range. The planes then swung to the eastward striking Bellows Field and the Kaneohe

Naval Air Station. This wave of aircraft was then split to hit, simultaneously, grounded aircraft at the Naval Air Station on Ford Island, in Pearl Harbor, Hickam Field, the Army's Air base bordering the Naval Shipyard, and the Marine Corps Air Station at Ewa adjacent to the present Barber's Point Naval Air Station.

In this first attack, high level bombers and torpedo bombers flew through the overcast skies to Pearl Harbor. At 8:00 a.m. another flight of torpedo planes attacked from the east. These two strikes were carried out at ten-minute intervals to allow time for

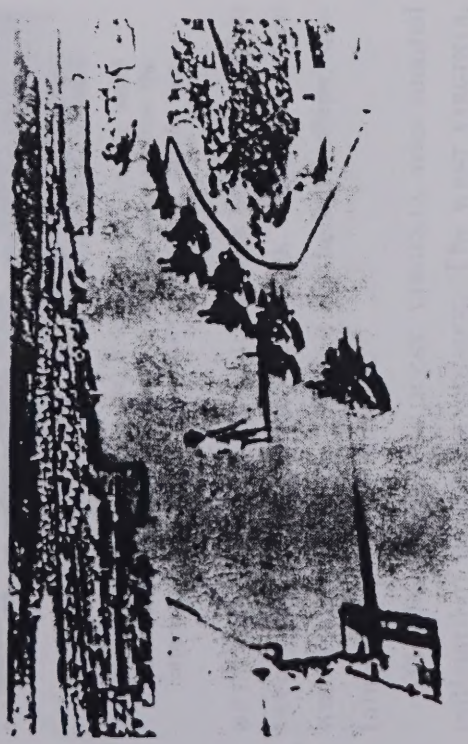
high-level bombers, approaching from the south over the entrance to Pearl Harbor, to drop their bombs and clear the area for the torpedo runs from the east.



This famous photograph of the Pearl Harbor attack shows the destroyer SHAW exploding in a floating drydock after being hit by three 300 pound bombs.

The aerial torpedoes used were equipped with special fins to adapt them for the shallow waters of Pearl Harbor. Nineteen of the enemy's aerial torpedoes struck their targets and were instrumental in sinking or damaging 9 American warships.

The second attack came at 8:40 a.m. from the northeast. The attacking groups consisted of dive bombers, high-level bombers, and fighter aircraft



Careful planning for the attack is evidenced in the above captured photograph showing a large scaled model of the Pearl Harbor area used by the Japanese military staff.



A Japanese combat photograph shows Ford Island. A geyser from a torpedo hit spurts near the OKLAHOMA (center) and smoke smoulders from hits on the RALEIGH and UTAH (left).

which flew off-shore of Waikiki in a circuitous route to strike at their targets out of the sun.

Seven Pacific Fleet battleships were tied to concrete mooring quays alongside Ford Island in an area known as "battleship row."

The battleships USS MARYLAND and USS OKLAHOMA were moored side by side. The OKLAHOMA, outboard of the MARYLAND, was hit by four aerial



The 29,000-ton battleship OKLAHOMA, struck by five aerial torpedoes, capsized at her berth within 20 minutes after the attack commenced. The MARYLAND lies beside her.

torpedoes which caused her to capsize and sink within twenty minutes after she was struck. The MARYLAND was destined to be the luckiest of the battleships, sustaining only slight damage.

The battleship USS WEST VIRGINIA was moored outboard of the USS TENNESSEE. The WEST VIRGINIA, struck by six torpedoes and two bombs, sank at her berth. Two converted 16-inch armor-piercing shells

weighing between 1,500 and 2,000 pounds, dropped as bombs, caused heavy damage to the TENNESSEE.

At 7:58 a.m. the USS ARIZONA, with the repair ship VESTAL alongside, was hit by an aerial torpedo amidships and seven bombs, one of which (presumably a 1,000 pounder) plunged down the ARIZONA's smokestack and exploded. The VESTAL managed to get underway even after being hit by two 1,000 pound



The WEST VIRGINIA and TENNESSEE are framed by huge billows of smoke arising from damaged ships and burning oil along "battleship row" in the waters of Pearl Harbor.

bombs. The VESTAL was saved from sinking by beaching on nearby Aiea Shoal.

The rusted, twisted hulk of the once proud battleship USS ARIZONA remains at her berth—an everlasting memorial to the 1,102 men who went down with their ship that Sunday morning.

The USS NEVADA, moored astern of the ARIZONA, was struck by one torpedo. The ship got underway



The ARIZONA burned furiously and sank after hits by an aerial torpedo and seven bombs. One bomb penetrated the stack to explode the boilers and set off stored ammunition.

and attempted to clear the harbor. She was hit again by five bombs while steaming toward the channel. Because of her sinking condition, she was backed onto the beach at a spot now known as Nevada Point to keep the channel clear for other ships.

Two torpedoes and two bombs ripped into the USS CALIFORNIA. Another bomb exploded in the water nearby causing additional damage. The CALIFORNIA sank three days later at her berth.

The fleet oiler USS NEOSHO was discharging a load of aviation gasoline at the time of the attack. The NEOSHO's crew heroically managed to get the ship underway, and she promptly cleared the harbor undamaged.

The ex-battleship USS UTAH, moored on the opposite side of Ford Island from "battleship row," had been used by the fleet as a target ship. Her main decks were completely stripped, causing her topside to resemble, from the air, the flight deck of a carrier. Hit by three torpedoes, the UTAH capsized and sank

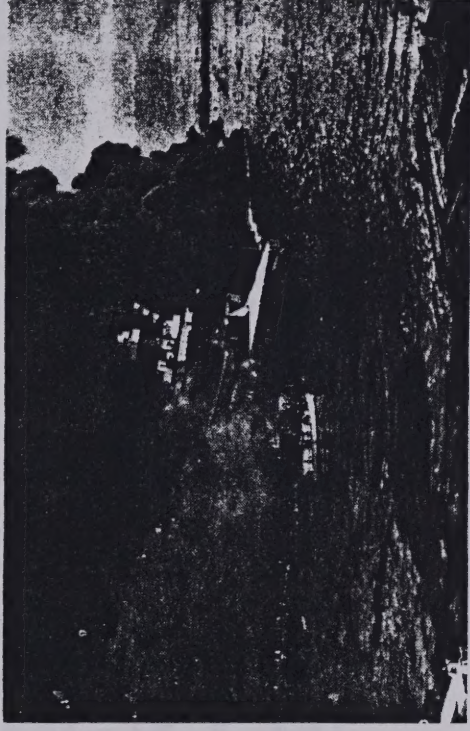
at her berth. The bodies of 58 Navy men who lost their lives aboard the UTAH remain in the battered hulk.

The aircraft carrier USS LEXINGTON, with three cruisers and five destroyers, had sailed prior to the attack on a combined search and battle problem. The other carriers of the Pacific Fleet were the ENTERPRISE, enroute to Pearl Harbor from Wake Island, and the SARATOGA, at Mare Island, California, undergoing major shipyard repair. Japanese intelligence had not apprised their fleet of these changes, and the enemy thought he had sunk a carrier when the UTAH went to the bottom.

Heavy hull damage was sustained by the cruiser USS RALEIGH after being hit by an aerial torpedo, and a bomb which passed through her decks and exploded underwater. Just forward of the RALEIGH lay the light cruiser USS DETROIT. Undamaged during the attack, she got underway, filling the skies with 6-inch shells and anti-aircraft fire as she cleared the harbor.

In the Naval Shipyard, the destroyer USS SHAW was being overhauled in a floating drydock. The destroyer was hit by three bombs which caused her forward magazines to explode. The bow of the vessel was damaged beyond repair.

The Pacific Fleet flagship, the USS PENNSYLVANIA, was in drydock #1 of the Naval Shipyard along with the destroyers USS CASSIN and USS DOWNES. The



As her crew members abandon ship, the 32,600-ton battleship CALIFORNIA blazes from her own fuel oil set afire by hits from two aerial Japanese torpedoes and one bomb blast.

SHIPS PRESENT AT PEARL HARBOR ON
DECEMBER 7, 1941* (Continued)

SUBMARINES: Narwhal, Dolphin, Tautog, Cackelot, Cuttlefish.

REPAIR SHIPS: *Medusa, Vental.*

MINELAYERS: Gumble, Montgomery, Breese, Ramsey, Prohla,
Tracy, Pruitt, Sicaud, Ogata.

MINESWEEPERS: Grebe, Tern, Bobolink, Vireo, Turkey, Red,
Goshawk, Condor, Cockatoo, Redbird.

CARGO SHIPS: *Custoar, Antares.*

DESTROYER TENDERS: *Whitney, Dobbin, Rigol.*

SUBMARINE TENDERS: *Polina*.

OILERS: *Neafo, Ramapo,*

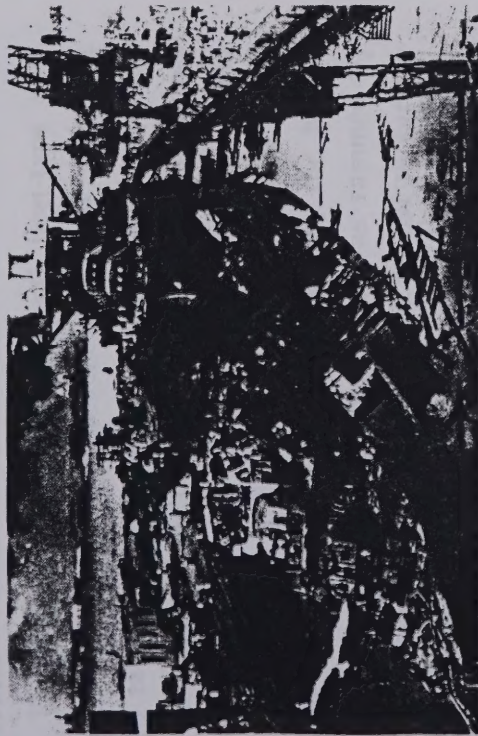
GUNBOATS: Sacramento, Taney (USCG).

* (Other auxiliary type vessels not listed or shown on chart were moored at West Loch adjacent to Pearl Harbor. In addition, there were several tugs and small yard craft not shown.)



* (Other auxiliary type vessels not listed or shown on chart were moored at West Loch adjacent to Pearl Harbor. In addition, there were several tugs and small yard craft not shown.)

PENNSYLVANIA was struck by a 500 pound fragmentation bomb. The two destroyers were severely damaged by three bomb bursts within the drydock. One ruptured the DOWNES' fuel tanks, igniting the oil. The intense heat from the burning oil caused heavy damage to the destroyers. Although the destroyers were damaged beyond serviceable repair, about 50% of the ships' machinery was salvaged and shipped to



Victims of the attack were the destroyers DOWNES (left) and CASSIN. The battered vessels were in drydock with the U. S. S. PENNSYLVANIA, which suffered minor damage only.

the West Coast where new hulls were built around them.

The minelayer USS OGLALA was moored alongside the cruiser USS HELENA. An aerial torpedo passed under the OGLALA and hit the deeper draft vessel. The force of the explosion caused heavy hull damage to both ships. The OGLALA was moved alongside the dock where she capsized and sank at 10:00 a.m.

The cruiser HONOLULU was damaged when a bomb penetrated a dock, exploding next to her. The HONOLULU's sister ship, the cruiser ST. LOUIS, moored outboard, suffered no damage. The vessel got underway and cleared the harbor at 9:31 a.m.

Thirty destroyers, the cruiser USS PHOENIX, the hospital ship USS SOLACE, and numerous auxiliary ships were untouched by attacking Japanese planes.

On Ford Island, Hangar Number Six was under heavy bombing and strafing attack throughout the raid. Incendiary bombs were used to destroy sea-planes and smaller fighter and land-based aircraft

in the vicinity of the hangar. Of the 202 Navy planes on Oahu, 150 were destroyed in the first few minutes of the attack. Because of plane damage or condition of runways, only 38 U. S. planes were able to get into the air, and 10 of these were shot down. Of the planes used by the Japanese in the two-hour attack, 29 were shot down by our ships and fighter aircraft.

The Japanese had sent several fleet-type submarines and two-man underwater craft ahead of their task force for scouting and possible infiltration of the harbor. Out of the probable eight submarines operating around Oahu, six were destroyed, including five midget subs and one fleet-type submarine. Two of the former were encountered within the harbor and sunk. One midget submarine was rammed by the destroyer USS MONAGHAN and forced to surface west of Ford Island. There, the seaplane tender USS CURTIS, already damaged by a heavy bomb amidships and a Japanese plane that crashed into her starboard crane, brought the midget under fire and sank it.

Another two-man submarine was forced to beach on Aiea Shoal, while a third was beached on the windward side of Oahu.

The Submarine Base was by-passed in the Japanese attack, as was the Naval Shipyard, Naval Supply Center, and fuel oil "tank farm." Fortunately the Japanese underestimated the potential of our submarines, for the boats of the "silent service" carried



In addition to 353 planes, the Japanese used five midget submarines in their attack, one of which went aground near Kaneohe Bay. Her commanding officer was captured.

the brunt of America's offensive against Japan until late 1942. By the end of the war, U. S. subs had sent six million tons (one battleship, seven carriers, 16 cruisers, 45 destroyers, 23 enemy submarines, 1,322 other ships) of Japanese shipping to the bottom.

The pattern of Japanese aggression was first to destroy or cripple the Pacific Fleet. With the Fleet



The battleship NEVADA, though hit by a torpedo, got underway during the attack. Damaged and afire she was ordered aground rather than risk sinking in Pearl Harbor channel.



During the attack, Navy men on Ford Island cleared the wreckage from the Naval Air Station runways. Bomb craters and debris made launching of aircraft virtually impossible.

incapable of protecting the sea lanes of the Pacific Ocean area, the Japanese planned to conquer the Western Pacific and solidify their land gains for total conquest of Asia and ultimate world domination.

The Japanese demonstrated the effectiveness of the fast striking aircraft carrier task force in the Pearl Harbor attack. This modern concept had been,

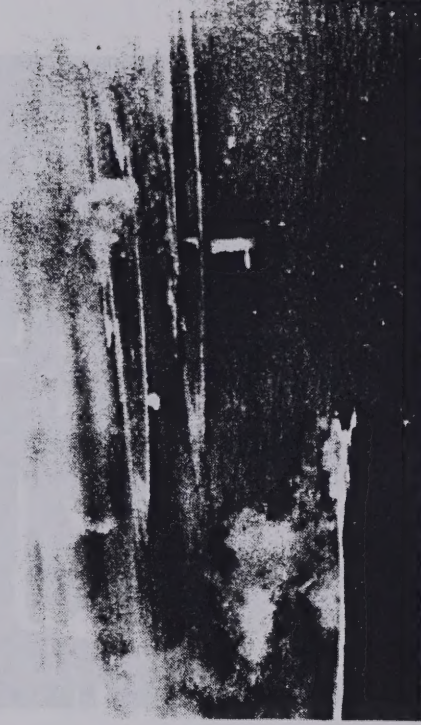


The industrial and military strength of the United States was demonstrated by the Navy's fast carrier task forces that paved the way for complete victory in the Pacific Island theater.

conceived and developed by the United States Navy. It was through the devastating attacks of the United States fast carrier task forces that the tide of Japanese aggression was to be stopped and turned into defeat in the days that followed the Pearl Harbor attack.

Of the 18 ships sunk or damaged in the attack on Pearl Harbor, 13 were repaired to take station

with the greatest fleet ever assembled. The MARYLAND was ready for active service as early as February 1942. The ill-fated battleship OKLAHOMA was raised in 1943, but her mangled hull was not worthy of repair. The vessel sank while being towed to the United States after the war had ended. The USS SHAW was fitted with a temporary wooden bow which en-

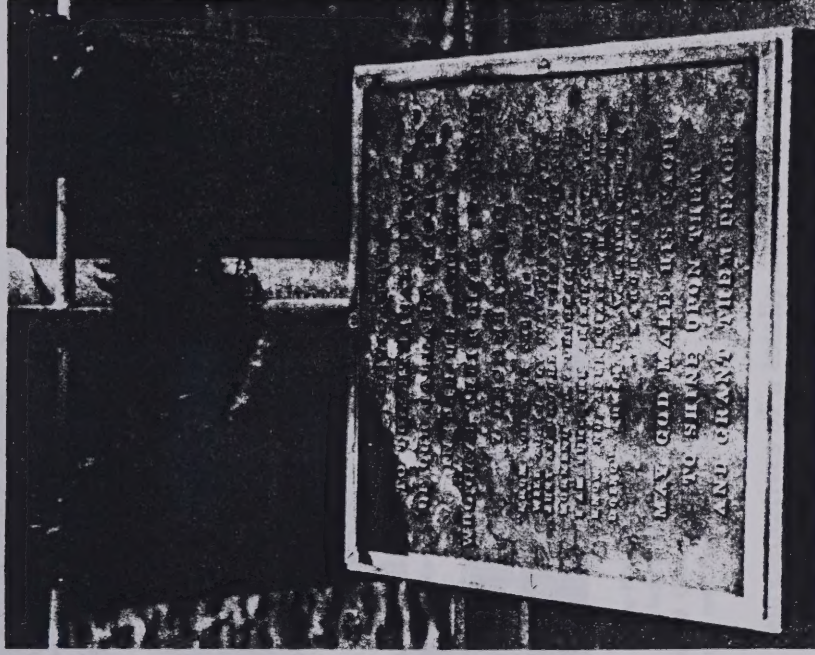


From a Navy aerial photograph, a Japanese task force is seen burning and sinking as a result of bombing, torpedoing and strafing attacks by United States Navy carrier based planes.

*"From today on the USS ARIZONA
will again fly our country's flag just
as proudly as she did on the morning
of 7 December 1941. I am sure the
ARIZONA'S crew will know and appre-
ciate what we are doing."*

—Admiral A. W. Radford, USN

7 March 1950



abled her to sail for the West Coast for further repair. The ex-battleship UTAH and the ARIZONA were the only two vessels not refloated after the attack.

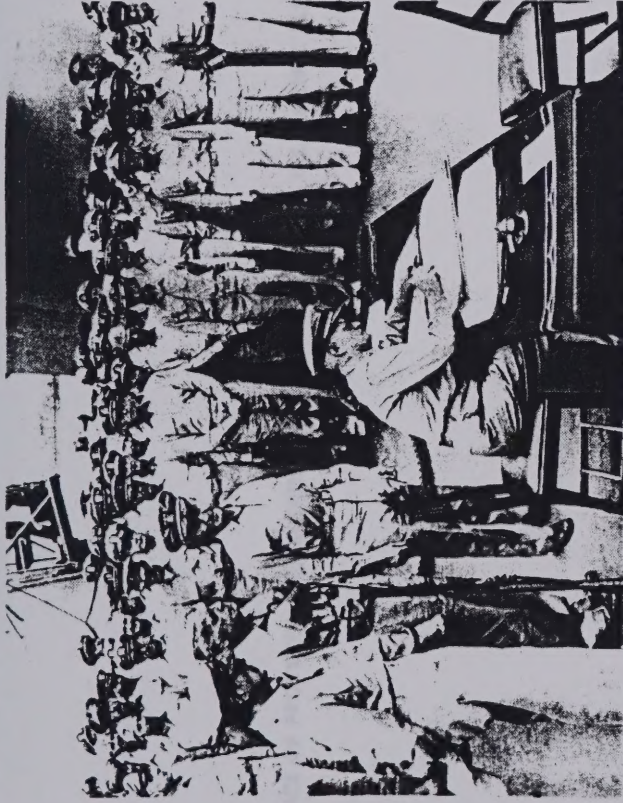
The attack on Pearl Harbor resulted in the loss of life to 3,067 American servicemen.

Out of the smoke, flames, and death of Pearl Harbor came an aroused and united America. Men and women throughout the United States rushed to the call of the military services, while civilian industry, ingenuity, and public opinion backed every effort of our nation forced into war. In every community the words REMEMBER PEARL HARBOR rang out again and again in challenge to

the job to be done. Whole-hearted military and civilian teamwork resulted in the greatest fleet and fighting team in the history of the world.

Samuel E. Morison wrote in his *History of United States Naval Operations in World War II*: "Never in modern history was a war begun with so smashing a victory by one side, and never in recorded history did the initial victor pay so dearly for his calculated treachery."

The bitter war in the Pacific formally ended on the quarterdeck of the battleship USS MISSOURI in Tokyo Bay, on September 2, 1945, when representatives of a totally defeated Japanese Empire signed the terms of unconditional surrender.



Fleet Admiral Chester W. Nimitz signs the formal instrument of Japanese surrender aboard the battleship MISSOURI in Tokyo Bay. Behind the Admiral stand General Douglas MacArthur, Admirals William F. Halsey and Forrest P. Sherman.

OFFICE OF PROTOCOL, COMMANDER IN CHIEF PACIFIC AND U.S. PACIFIC FLEET

14ND-CINCPACFLT-P-41
Navy—Pearl Harbor, T. H.



U.S.S. ARIZONA MEMORIAL

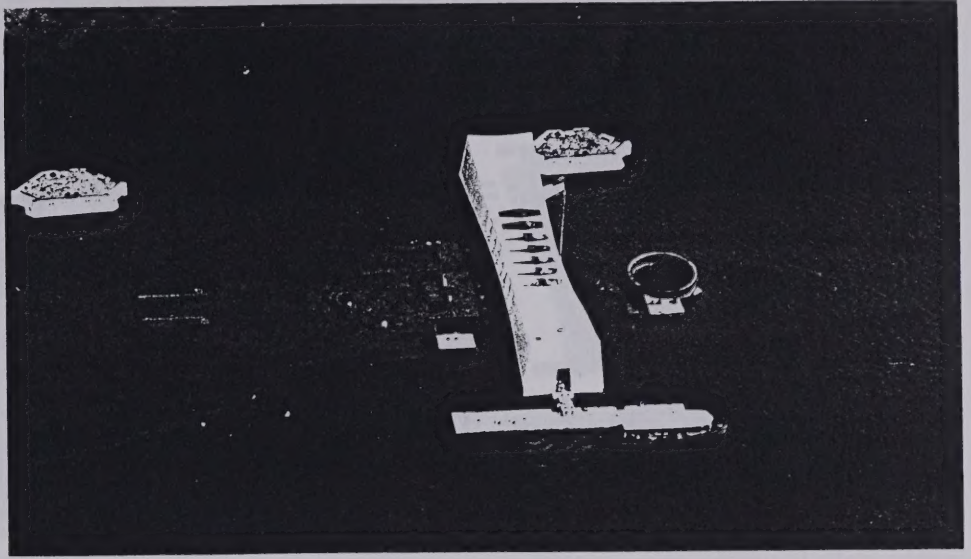
Pearl Harbor, Guam

Highly Commended



The U.S.S. Arizona Memorial, at Pearl Harbor, Hawaii, is a monument to the ship which was sunk on December 7, 1941, during the attack on Pearl Harbor. The ship was the first of the Arizona class of battleships, and was the only one of its class to be sunk in action. The ship was raised and placed on a barge, and is now on display at the Arizona Memorial. The ship is a powerful reminder of the attack on Pearl Harbor, and the sacrifices of the men and women who served on the ship.

Prepared by: [illegible]
[illegible]
[illegible]



Pearl Harbor, Oahu

U.S.S. ARIZONA MEMORIAL

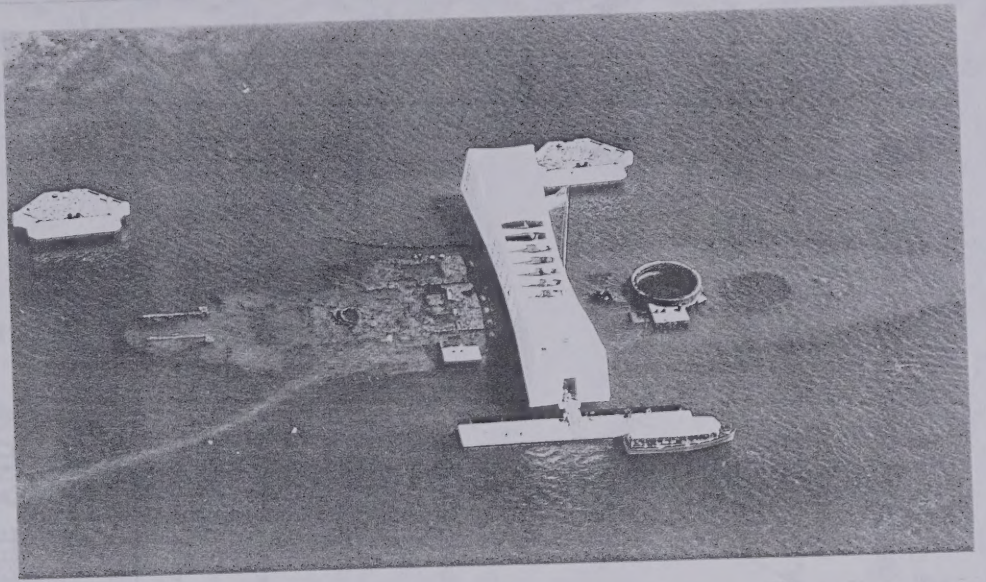
*PostCards
Hawaii*



THE U.S.S. ARIZONA MEMORIAL at Pearl Harbor, Hawaii is an enclosed bridge which transversely spans the sunken hull of the gallant battleship, U.S.S. Arizona. The hull, resting on the bottom of the harbor, is clearly visible in this unique photograph. The blue streak trailing from the bombed ship is oil still seeping from the rusting fuel tanks. The Memorial was solemnly dedicated May 30, 1962. Its end wall is inscribed with the names of more than 1100 men who lost their lives when the U.S.S. Arizona went down during the surprise attack on Pearl Harbor, December 7, 1941.

Photograph by Loye Guthrie

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P.O. Box 2835, Honolulu, Hawaii 96803
Printed in Australia by Colorscans



Pearl Harbor, Oahu

U.S.S. ARIZONA MEMORIAL

Diploma

IT IS KNOWN BY SQUARE DANCERS EVERYWHERE

ALL OTHER MEN OF GOOD WILL

BY LIGHT AND WILLOW BALLAD

THEYRE SINGING THE GALLANT OF THE 100 AND ARIZONA

THEYRE SINGING THE GALLANT OF THE 100 AND ARIZONA

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Diploma

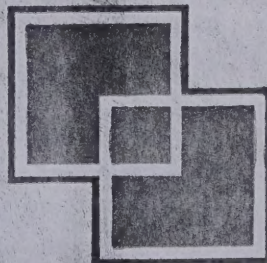
BE IT KNOWN BY SQUARE DANCERS EVERYWHERE AND
ALL OTHER MEN OF GOOD WILL THAT:

Raymond and Willie Salisbury

Having attended the College of Do Si Dos and Allemande Lefts and having
completed the prescribed courses in FUN, FRIENDLINESS and GOOD
FELLOWSHIP and perhaps even having learned a little bit, is hereby awarded
the honored degree and title of

Bachelor of Square Dancing

and well merits all privileges, prerogatives and happinesses accompanying this
pleasant state.



Seal of Excellence

Subscribed and sworn this
..... 27th day of July, 1957 A.D.

..... Dick Weavers
Director

ORGAN PRELUDE "Jesu, Jou of Man's Desiring" Bach
 * PROCESSIONAL HYMN No. 223 "Love Divine"
 * CALL TO WORSHIP
 * DOXOLOGY

Praise God, from whom all blessings flow;
 Praise Him all creatures here below;
 Praise Him above, ye Heavenly Host;
 Praise Father, Son and Holy Ghost. Amen.

INVOCATION

LORD'S PRAYER

Our Father, Who art in heaven; hallowed be thy Name, thy kingdom come, thy will be done, on earth as it is in heaven. Give us this day our daily bread. And forgive us our trespasses, as we forgive those who trespass against us. And lead us not into temptation, but deliver us from evil. For thine is the kingdom, and the power, and the glory for ever. Amen.

* RESPONSIVE READING No. 43 "The Lord our Shepherd"
 * GLORIA PATRI
 Glory be to the Father, and to the Son and to the Holy Ghost; as it was in the beginning, is now and ever shall be, world without end. Amen. Amen.

* THE CREED

I believe in God the Father Almighty, Maker of heaven and earth: in Jesus Christ his only Son, our Lord; who was conceived by the Holy Ghost; born of the virgin Mary, suffered under Pontius Pilate, was crucified, dead and buried. The third day He arose from the dead: He ascended into heaven and sitteth on the right hand of God the Father Almighty; from thence he shall come to judge the quick and the dead. I believe in the Holy Ghost, the holy Christian Church, the communion of saints, the forgiveness of sins, the resurrection of the body, and the life everlasting. Amen.

* HYMN No. 158 "When Morning Gilds the Skies"
 OFFERTORY "In My Father's House" Jewell
 Mrs. John Middleton

SCRIPTURE LESSON I Corinthians 11: 23-24
 IN MEMORIAM USS S-28

PRAYER PRELUDE "Eternal Father" Choir
 MORNING PRAYER "Create In Me" Choir
 PRAYER RESPONSE "Thou Knowest Lord" Purcell
 ANTHEM Chaplain Menges
 COMMUNION MEDITATION

HOLY COMMUNION

* BENEDICTION
 * CLOSING ORISON
 ORGAN POSTLUDE "Sonata in D Minor" Choir
 Guilmant

The Communion Service

SCRIPTURE BACKGROUND

INVITATION

GENERAL CONFESSION

Almighty God — Father of our Lord Jesus Christ — Maker of all things — Judge of all men — we acknowledge and bewail our manifold sins and wickedness — which we from time to time most grievously have committed — by thought, word, and deed — against Thy Divine Majesty — We do earnestly repent — and are heartily sorry for these our misdoings — the remembrance of them is grievous unto us — Have mercy upon us — have mercy upon us, most merciful Father — forgive us all that is past — and grant that we may ever hereafter serve and please Thee in newness of life — to the honor and glory of Thy Name — through Jesus Christ our Lord. Amen.

HEAR WHAT THE SCRIPTURES SAITH

PRAYER OF CONSECRATION

CONGREGATION PARTAKES OF ELEMENTS

PRAYER OF THANKSGIVING

O Lord our Heavenly Father — we, Thy humble servants — desire Thy Fatherly Goodness — mercifully to accept this our sacrifice of praise and thanksgiving — most humbly beseeching Thee to grant — that, by the merits and death of Thy Son Jesus Christ — and through faith in His blood — we and Thy whole Church may obtain forgiveness of our sins — and all other benefits of His Passion — And here we offer and present unto Thee — O Lord — our selves, our souls and bodies — to be a reasonable — holy — and living sacrifice unto Thee — humbly beseeching Thee that all we who are partakers of this Holy Communion — may be filled with Thy grace and heavenly benediction — And although we be unworthy through our manifold sins — to offer unto Thee any sacrifice — yet we beseech Thee to accept this our bounden duty and service — not weighing our merits — but pardoning our offenses — through Jesus Christ our Lord — by whom and with whom, in the unity of the Holy Spirit — all honor and glory be unto Thee — O Father Almighty — world without end. Amen.

* HYMN No. 458

"Blest Be The Tie"

1 & 4 Stanzas

* BENEDICTION

POSTLUDE

* Standing

10 August 1938

Given by: R.M. SALISBURY, EMI(SS), USN

Call to Worship	Ps 51
Doxology	Pg 5
Prayer of General Confession	Pg 6
In Unison	
Hymn	Pg 175
There's A Church in the Valley (Verse 1 & 2)	
Moment of Silent Meditation: Followed by:	
The Lord's Prayer - In unison	Pg 13
Responsive Reading	Pg 33
Out of the Depths	
The Apostles' Creed	Pg 14
Hymn	Pg 79
Holy, Holy, Holy, Lord God Almighty	
Scripture	St. John 14
"May God add His blessings to this portion of His Holy word."	
Hymn	Pg 157
Love Divine, All Loves Excelling	
A Prayer for Loved Ones	Sel 4
In Unison	
	Pg 10

A Prayer for loved ones
 O God, the protector and helper of all thy children,
 The comfort and stay of the solitary, and those who are
 separated from those they love, we commit unto thee
 and thy fatherly keeping our loved ones, beseeching thee
 to grant unto them every good gift for the Body and the
 Soul, and to unite us all present and absent, in true
 faith and love. Through Jesus Christ our Lord.
 Amen.

Dedicated to our wives
 and families



girls for the important roles of men in the island economy.

The grounds at Waioli provide a more than 1,000 new trees, shrubs added, some of them rare species of found in Honolulu. Visitors and residents, enjoy the gardens. A training system, with concealed globes, brightly colored flowers and foliage, into a veritable evening fairyland.

One of the chief attractions at the training kitchen. Scientific methods in meals are being taught to 40 girls three times a week by Mrs. Ann Lea for members of Honolulu home leprosy.

With the steady development of the Girls' Home, Waioli is developing, and is making a contribution having a marked effect on the whole. The welfare of the girls in the Army mount consideration, and all efforts that viewpoint.

Employees of Waioli have organized a club with the worthy objective—charity Army—of aiding others in need. They are aimed toward providing funds for a scholarship fund for college set up. An annual project is to maintain a grammar school. The club members educational trip to the mainland for

Dave + Jan
Salisbury's
Visit
Date on pictures

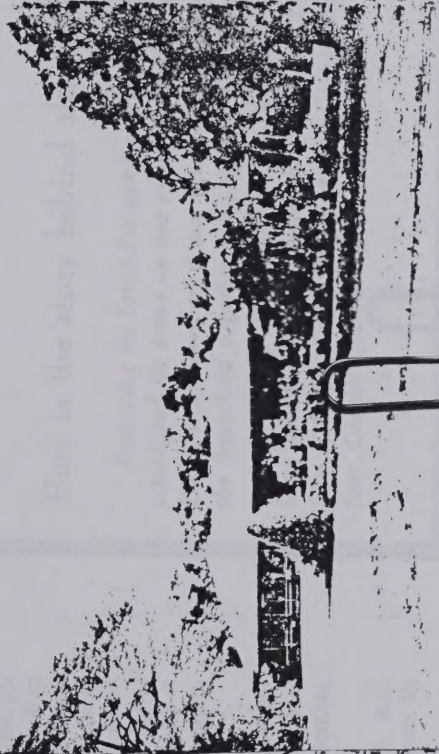
of its unique charm within a Christian setting.

If ever you come "Honolulu Way," make Waioli Tea Room your first stop. It is a memory you will treasure.

THE WAIOLI TEA ROOM

Operated by the Salvation Army

3016 Oahu Avenue
Honolulu, Hawaii
Telephone 98058



The Little Grass House at Waioli

The people of Hawaii cherish every memento in any way connected with the life of Robert Louis Stevenson. The little grass house now situated on the grounds of the Waioli Tea Room is one of the most cherished. Although there is no authentic record of Stevenson writing in it, presumably he did, for at the time of his visits to Hawaii it was used as a rest house on the grounds of Ainahou, the home of Princess Kaulani, where Stevenson spent many happy hours writing and conversing with the "Little Princess."

One cannot but be impressed by the fact that, although Stevenson, in his two brief visits, spent a total of only six months in Hawaii, he left an indelible impression which the sixty odd years that have passed has tended to deepen rather than to fade.

Perhaps it is because Stevenson was so free of spirit, so truly cosmopolitan he gained such an honored place in the life of Hawaii in the few short months he spent here. He loved the Hawaiian people for their native dignity and the simplicity of their culture, but more perhaps for their happy hearts. They were a living example to Stevenson of his own whimsical bit of verse "Life is so full of a number of things, I'm sure that we all should be happy as kings."

Princess Kaiulani's mother was the Princess Miriam Likeli, and her father was Mr. A. S. Cleghorn. Mr. Cleghorn, like Stevenson, was born in Edinburgh, Scotland. Perhaps being countrymen helped to cement the friendship between the two men, for they spent much time together.

The family estate of Ainaahu, with its little grass rest house, was very near to Manuia Lanai, the bungalow where Stevenson lived most of the time he was in Honolulu. Stevenson very often strolled over to Ainaahu to talk to his friend, Mr. Cleghorn, and to entertain and be entertained by the "Little Princess." Although only thirteen at the time Stevenson knew her, Kaiulani's brilliant mind and youthful beauty was a never failing source of delight to him. In a letter to his friend Will Low, Stevenson wrote, "I wear the colors of that little royal maiden." When Kaiulani was sent to England in 1889 to finish her education Stevenson wrote this exquisite bit of verse:

*"Light of heart and bright of face
The daughter of a double race
Her Islands here in Southern Sun
Shall mourn their Kaiulani gone
And I in her dear banyan shade
Look vainly for my little maid."*

Although Kaiulani came back to Ainaahu in 1897 to "enjoy her dear banyan shade" and the little grass house, she enjoyed them but two short years for on March 6, 1899 Kaiulani died.

Kaiulani's father lived on at Ainaahu until his death in 1910. Before he died Mr. Cleghorn willed his estate to the Territory to be used as a park, but the bill, although passed by the Senate, was killed in the House. Ainaahu was sold in 1917 and subdivided into building lots, on one of which stood "the little grass house." A few years later it was purchased by Mr. James W. Bergstrom and donated to the Salvation Army. It was moved to its present site at the Waioli Tea Room, and is visited by thousands. Here it is being kept in memory of the "Little Princess" Kaiulani, and her very devoted friend, Robert Louis Stevenson.

Important Dates in the Lives of Stevenson and Kaiulani
Stevenson was born in 1850. Died 1894. Lived in Hawaii January 24 to June 24, 1889. And from September 20 to October 27, 1893.

Princess Kaiulani was born October 16, 1875, and died March 6, 1899. Buried in the Royal Mausoleum in Nuuanu, Honolulu.

Hawaii's Waioli Tea Room

Emblem of International Hospitality

If someday you visit the Hawaiian Islands—as just about anybody nowadays seems to be hoping to do—your visit will not have been complete unless you have dropped in on the Waioli Tea Room, an adjunct of the Salvation Army Girls' Home in Honolulu, and internationally known for its hospitality to island visitors.

Created in the 'twenties to provide a practical domestic training resource for residents of the Girls' Home, Waioli is named after the birthplace of its donor, George Wilcox, whose father was a pioneer missionary on the Island of Maui.

To create it as a distinctive and memorable part of our culture, Commandants Sabine and Payne, then in charge of the Girls' Home, visited tea rooms in Hawaii, Mainland and abroad, and then returned to plan for its creation from funds provided by Mr. Wilcox, longtime benefactor. The building, a lava-stone bungalow rising comfortably to the grassy slopes of the Home grounds, has a serene, unprofessional look, as was intended by its designers. One enters across a terrace rich with flowers, through a wide lanai (porch) and into the quiet rooms. Visitors are encouraged to inspect the endless kitchen and baking rooms from the vantage point of the Gift Shop, and they instantly feel at home with the ease and with its gracious manager and hostess, Ann Leak, whose byword for everything that Waioli serves is "dainty," a term which, coupled with the word "tasty," fits every item served in the tea room, or on sale in the gift shop for shipment to the Mainland: cakes, pies, preserves, all with distinctive island ingredients and decorations.

Three rooms of varying size within Waioli are constantly the scene of receptions, teas, wedding suppers, luncheons, conferences and Salvation Army affairs. A Chapel on the grounds a few hundred feet away is frequently the scene of weddings, whose guests gather later at Waioli to bid adieu to bride and groom Godspeed.

The chapel is open all day. A lighted cross and the soft strains of organ music wafted from a recently installed high fidelity recording system invite visitors to enter for prayer and meditation.

With the passing of years since its founding, the program at Waioli for girls of the Salvation Army's Home has gradually changed, so that where Waioli originally provided a work project, its facilities are now devoted to providing intensive training classes in domestic science, to prepare the

A FAMILY PRAYER

by Robert Louis Stevenson

Lord, behold our family here assembled, we thank Thee for this place in which we dwell; for the love that unites us; for the peace accorded us this day; for the hope with which we expect the morrow; for the health, the work, the food, and the bright skies that makes our lives delightful; for our friends in all parts of the earth, and our friendly helpers in this isle . . .

Give us grace and strength to forbear and to persevere . . . give us courage and gaiety and the quiet mind. Spare to us our friends, soften to us our enemies. Bless us, if it may be, in all our innocent endeavors. If it may not, give us strength to encounter that which is to come, that we be brave in peril, constant in tribulation, temperate in wrath, and in all changes of fortune, and down to the gates of death, loyal and loving to one another.

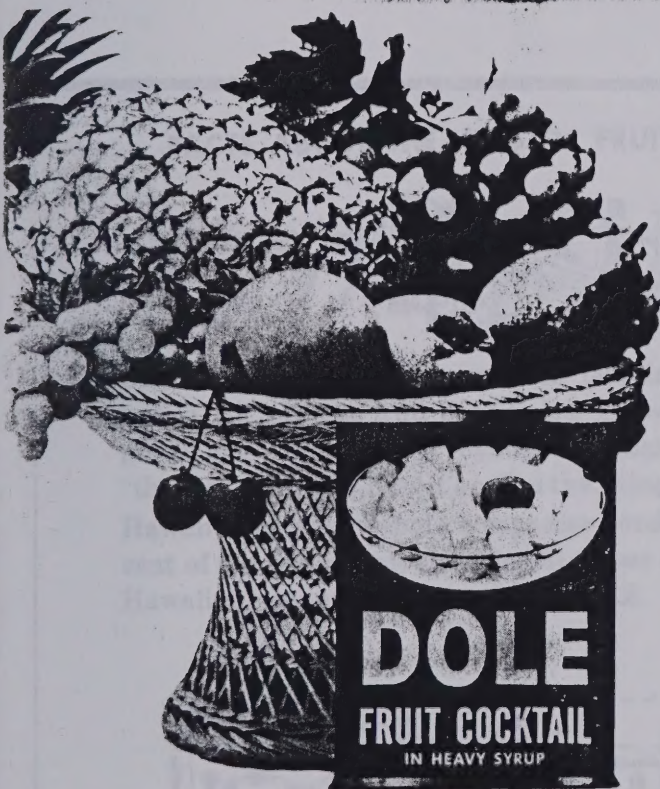
Here is the story behind the prayer

Following his South Sea wanderings, Stevenson established his home on one of the Samoa Islands. Each Sunday evening it was his custom to gather the household together for prayers. This prayer was one of the many written by Stevenson for these simple services. It may be found in "The Life of Robert Louis Stevenson," by Graham Balfour, Charles Scribner's Sons, New York.

*Willie's Soured Plant
with Dolphin's Waves Club
1958*

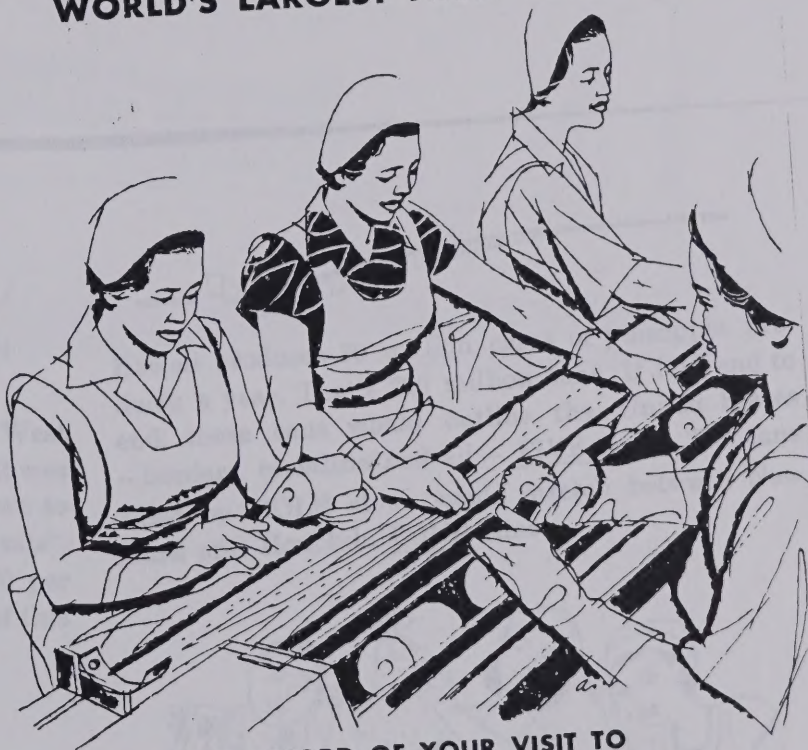
from the finest whole fruits

DOLE Fruit Cocktail!



Dole

WORLD'S LARGEST FRUIT CANNERY



A RECORD OF YOUR VISIT TO
HAWAIIAN PINEAPPLE COMPANY, LIMITED

Dole was incorporated in 1891. First year's pack totaled 1,000 cases. Today we produce that amount in 12 minutes.

Number of DOLE employees in Hawaii: 7,000 in peak season, 4,000 year-round. Number of stockholders approximately 400.

...fruit need not be fully yellow to be ripe. That many have partially grown shells. Perhaps the best way is to choose the fruit like a melon. A heavy sound means the fruit does not have much juice. If the thump is dull it means the fruit is full of juice and may be eaten while the shell is partially green.

Play it safe. Save much for DOLE canned or fresh frozen pineapple. It's always good!

FACTS ABOUT THE KING OF FRUITS



Columbus discovered pineapple in 1493 in the West Indies. He took the fruit back to Europe where it was grown in the hothouses of royalty. It became known as "the fruit of kings". Now it's called the "King of Fruits". Hawaii's eight pineapple companies produce 70 per cent of the world's supply. Almost 40 per cent of this Hawaiian output is produced by DOLE.



DOLE was incorporated in 1901. First year's pack totaled 1,893 cases. Today we produce that amount in 12 minutes.

Number of DOLE employees in Hawaii: 7,500 in peak season, 3,500 year-round. Number of stockholders: approximately 5,300.



Hawaii produces 30 million cases of pineapple products a year. That's 720 million cans. If laid end to end, these cans would outline the United States -- borders, coastline and all -- FIVE times. The cans filled by DOLE alone would stretch between New York and Honolulu FOUR times.



How do you select a ripe pineapple in your grocery store? Fruit need not be fully yellow to be ripe. A great many have partially green shells. Perhaps the best way is to thump the fruit like a melon. A hollow sound means the fruit does not have much juice. If the thump is dull it means the fruit is full of juice and may be eaten while the shell is partially green.

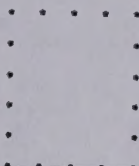
Play it safe . . . reach for DOLE canned or fresh frozen pineapple. It's always good!

"HONOLULU'S FAMOUS FISHERMAN'S WHARF RESTAURANT, located on the wharf at Kewalo Basin, the home of Hawaii's sampan fishing fleet. Fresh local seafood, tantalizingly cooked to your specifications is featured. A leisurely lunch or dinner is enhanced by a backdrop of green mountains and the blue Pacific Ocean with Diamond Head in the background. Cocktails are served in the cozy Snug Harbor Bar.

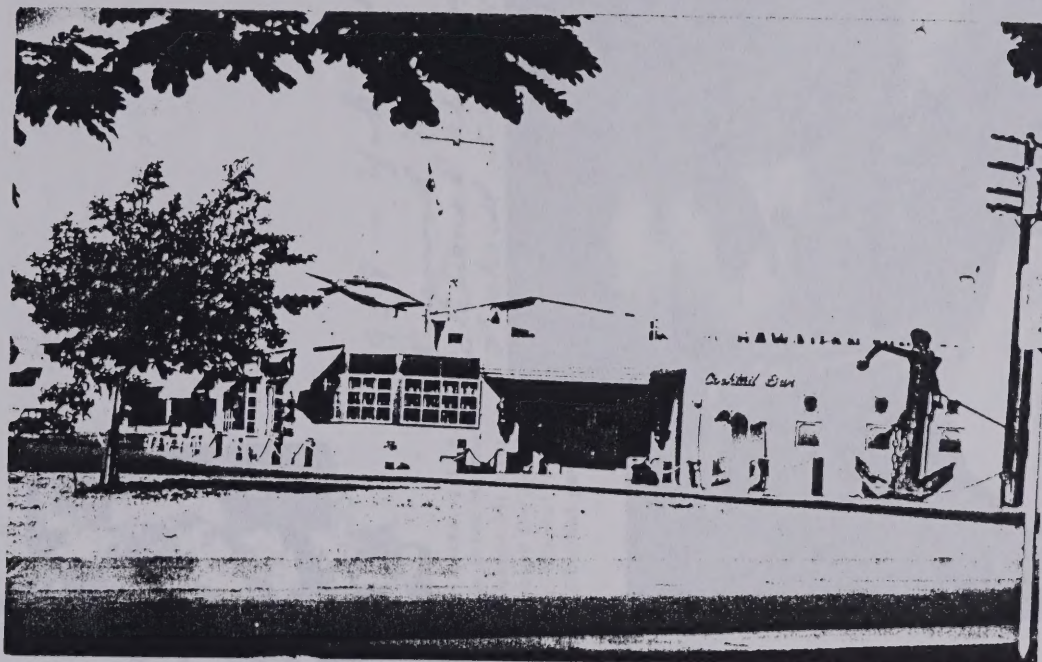
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NATURAL
ColorSlide
FROM KODACHROME

COLOR



SC3076



Salisbury Families Favorite Eating spot

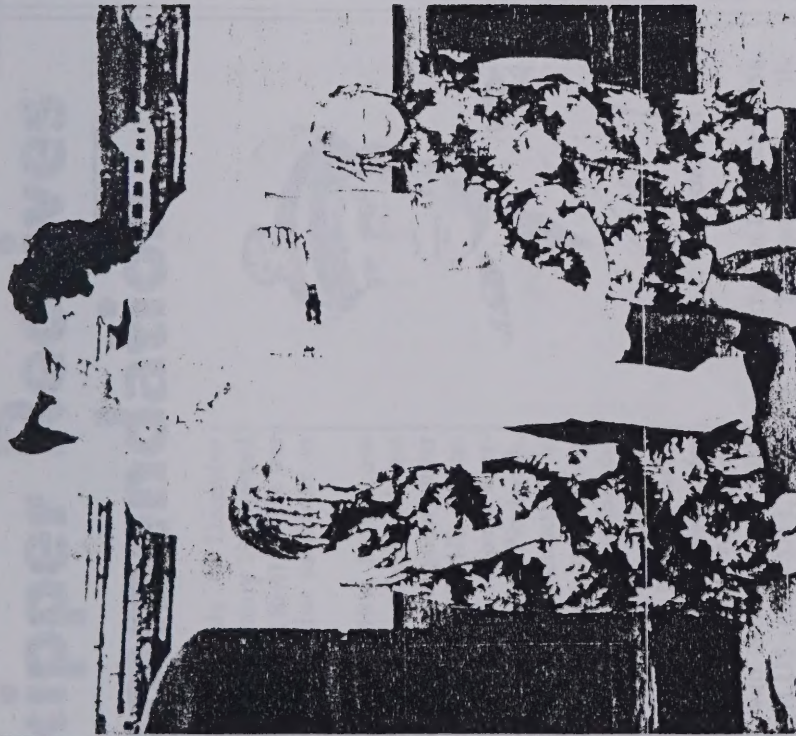
Pickrel a Hit At Rice Fete

SASEBO, Japan—The sub Pickrel slipped into Sasebo Harbor just in time for the Japanese Rice Festival. Highlight of their visit was a softball game pitting the submariners' best against the Sasebo mayor's softball team.

Both teams were handicapped, one because of lack of practice, the other by unfamiliar American rules and equipment. The ship's crew, wearing dungarees and old clothes, were outclassed in appearance as the Mayor's team fielded spotlessly uniformed players, but the Navy boys proved that clothes don't make the team when they won an 8-4 victory.

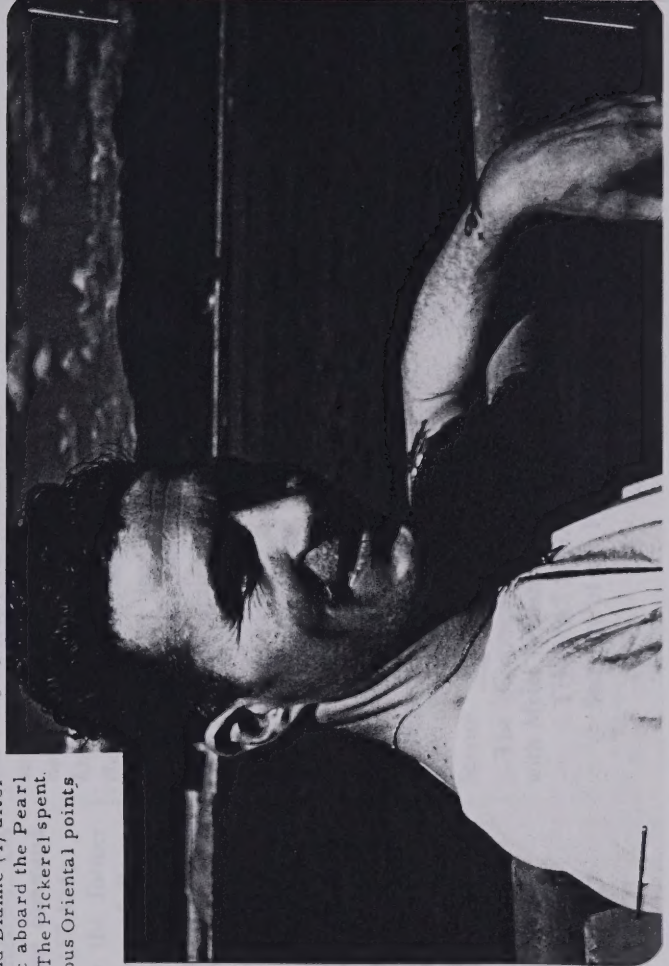
Pickrel's skipper, Lt. Comdr. Edgar G. Hanson played center field, hitting two singles to help his team score. Darrell W. Sullins, electronics technician seaman, tripled in the 2d inning with two men on and homered in the 6th with nobody on.

The ship's galley provided a huge picnic-style dinner after the game featuring terisaki chicken, potato salad and all the beer the players could drink.



HAWAIIAN WELCOME—Robert E. Evans, radioman first class, gets a warm welcome home from his wife, Geraldine, and their three Hawaiian clad children, Candy (6), Scotty (18 months) and Dianne (4) after returning from a tour of duty in the Western Pacific aboard the Pearl Harbor based submarine USS Pickrel on March 16. The Pickrel spent four months on its trip to the Far East and visited various Oriental points of call. (Official U.S. Navy Photo)

1958 - Yokosuka, Japan
Raymond Merle Salisbury
stationed aboard the U.S.S.
Pickrel 55 524



6 Ships With 800 Aboard Arrive For Big Isle Visit

Six Navy vessels, including three submarines, arrived here this morning to represent the Navy at the Hawaii County Fair. They have total crews of about 800 men.

The ships are the destroyer escort radar pickets USS Haverfield and USS Harveson, submarine escorts USS Pickrel, USS Bashaw and USS Medregal and the submarine rescue ship USS Greenlet.

They will be open to visitors from 11 a.m. to 4 p.m. today and from 9 to 11 a.m. and 1 to 4 p.m. tomorrow.

Pickrel Skipper Receives SecNav Commendation

Lieutenant Commander John H. Nicholson, commanding officer of USS PICKEREL (SS-524), is to receive a commendation from the Secretary of the Navy, along with commendation ribbon with medal pendant, at ceremonies aboard Pickerel, Saturday, May 23rd.

LCDR Nicholson was born in Salt Lake City, Utah, on May 18, 1924. He attended the University of Nevada for a year, majoring in Mechanical Engineering. He entered the Naval Academy on appointment from Nevada in December 1942, and was graduated on June 6, 1946 and commissioned Ensign. Through subsequent advancement he attained the rank of Lieutenant Commander, to date from September 1, 1957.

After graduation from the Academy he served aboard the USS MCCOOK and USS WANTSUCK. He attended submarine

school from July to December 1948, and in January 1949 joined the USS TIRU (SS-416). He was detached from that submarine in January 1951.

In February 1951 he was one of the first two officers selected for training as an engineer officer of the USS NAUTILUS and reported to the U. S. Atomic Energy Commission in Pittsburgh, Pennsylvania for instruction in nuclear engineering at Westinghouse Electric Corp. until detachment in August 1952. He then reported to Naval Reactor Test Station, Arco, Idaho, for duty. In January 1954 he was detached with orders to the USS NAUTILUS (SSN-571), then building at Groton, Connecticut, and served from her commissioning in July 1954 until December 1956 initially as Assistant Engineer Officer, Navigator and Executive Officer. He received a letter of commendation from Commander Submarine Force, U. S. Atlantic Fleet for his performance of duty on NAUTILUS.

On February 27, 1957 he joined USS SKATE (SSN-578) as Executive Officer and Navigator and served in that capacity



LCDR J. H. Nicholson

until detached in December 1958. He was Navigator during the SKATE'S 1958 Arctic Cruise for which the ship was awarded the Navy Unit Commendation. On January 6, he assumed command of USS PICKEREL (SS-524).

He is married to the former Patricia Kent Addison of Boise, Idaho, and has a daughter, Laurie Kent Nicholson, born in 1954.

The commendation reads:

"The Secretary of the Navy takes pleasure in commending LIEUTENANT COMMANDER JOHN H. NICHOLSON, United States Navy, for service as set forth in the following CITATION:

"For outstanding performance of duty as Executive Officer and Navigator, U.S.S. SKATE (SSN-578), during the period 9 to 21 August 1958. Displaying exceptional professional ability, Lieutenant Commander Nicholson skillfully navigated the SKATE approximately 2400 miles under the ice into the unknown reaches of the Arctic Ocean, resulting in the acquisition of invaluable scientific and operational information. In surfacing on nine separate occasions through openings in the ice, the SKATE provided the first essential quantitative information on techniques necessary for the utilization of the Arctic Ocean's great strategic values. After the SKATE reached the North Pole and surfaced nearby, Lieutenant Commander Nicholson navigated the vessel some 300 miles beyond the Pole where, from beneath the surface, the United States International Geophysical Year Ice Drift Station was located. Although entirely new navigating techniques were required and developed expressly for this cruise, creating many training problems, Lieutenant Commander Nicholson succeeded in carrying out one of the finest navigational feats in modern naval history. His leadership, sound judgment, and devotion to duty throughout were in keeping with the highest traditions of the United States Naval Service."

The Commendation Ribbon with Metal Pendant is authorized.
THOMAS S. GATES, JR.
Secretary of the Navy

January 1958

1959

DOLPHIN WIFE'S CLUB

by MARGE LONG

First things first in a brand new year so let me extend my wish to everyone of my readers, for 365 days of Health and Happiness in 1959.

* * *

Because of New Year's Day, our regular monthly meeting will be held Thursday, January 8, 1959. It is a very important meeting and one that all members should attend. The main topic of business will be an election of officers. Selecting officers for the next six months is the duty and privilege of every member. I would like to see 80 members present, Thursday, January 8, 1959.

A popular ballot was taken at the last meeting with the intention that a ballot would be presented for the election. With duplicate names entered for more than one office, it seems that each office will have to be voted individually. Also, more than three names are presented because of a tie number of popular votes.

Herewith, may I present the ballot compiled by the committee from your popular vote.

PRESIDENT: Florence Jackson, Helen Stone, Marge Long and Julie Snoke.

VICE PRESIDENT: Julie Snoke, Marge Long, Margaret Turner, Wilma Springer, Charlotte Wright and Dot Holman.

SECRETARY: Margaret Turner, Shirlee Phillips, Florence Jackson, Marge Foskett, Marge Long and Willie Salisbury.

TREASURER: Kay Hill, Marge Foskett, Julie Snoke, Wilma Springer and Marge Welch.

SEE YOU AT THE POLLS!!!

1957 Dolphin Wives Club

By MARGE LONG

As I promised in the last issue, here are the top trophy winners of the Wednesday morning Dolphin Wives Bowling League.



Pictured left to right are the Nauticals, Captain Terry Davis, Bernadine Yocum, Willie Salisbury and Marge Long, who received the first place team trophies.

Terry also received the high series trophy for her beautiful 530 series with a high game that day of 206.

Yvonne Ross, recovering from surgery and not pictured, was presented with the high game trophy for her 191 game.

On the right end of the picture is Dot Holman who received the high average trophy. It took steady good bowling to maintain a 146 average. Congratulations.

The Most Improved Bowler Trophy, donated by the Dolphin Wives Club, went to Shirlee Phillips of the White Hats who picked up 27 pins during the season.

Second Place Team Trophies went to the Snorkels who ended only 1 1/2 points behind first. The team players are Captain Julie Snoke, Florence Jackson, Bella Ferrell and Lucy Difco.

Third Place Team Trophies went to the Fore and Aft Team with Barbara Lanouette as Captain, Dot Holman, Mary Foster and Tillie Henry.

Honorable Mention to Julie Snoke, Florence Jackson, Bella Ferrell, Toni Hildebrand, Tillie Henry, Helen Thompson, Ann O'Brien, Margie Welch and Dot Harrington for Perfect Attendance.

Because the Submarine Dolphin Wives Bowling League was registered as one league and bowled as two separate leagues, only four First Place Team Patches were received from the W.I.B.C.

Tuesday's Dolphins and Wednesday's Nauticals had a roll-off February 4, 1959 with the patches won by the Nauticals.

Many other participation trophies and surprises were presented at the bowling banquet at Willy's Restaurant on Tuesday, February 10, 1959.

The Banquet was a fitting finish for a fine season of bowling. The Trophy Committee did a terrific job and a good time was had by all.

The new Dolphin Wives Bowling League will start at Bloch Arena, Wednesday, February 18, 1959 at 9 A.M.

KEGLERS KORNER

1958

1958

172 was the high game October 6, 1959 in the Dolphin Wives Bowling League and was rolled by Helen Stone and Barbara Lanouette. Ann Witten had the high series of the day with 476.

In the past two weeks, bowling in the "400's" were Ann Witten 476 and 449, Dot Holman 452 and 417, Willie Salisbury 475, Bernie Yocom 411, Mary Foster 415, Barbara Lanouette 412, Helen Thompson 411, Carol Easley 408 and June White 404.

58 KEGLERS CORNER 1958

During the past 2 weeks at Boulevard Bowl there has been a lot of excitement. The standings of the teams are as follows: the Wanderers are in first place by total pins only, second place is held by the Whitehats, and in third place we have the Four Sails who are just out one-half game of tying second. The rest of the teams are all close behind.

On November 24 high game of the day was rolled by Willie Salisbury who had a 194.

Near misses for triplicate patches were Odetta Hudiburgh 112-112-119, Dot Holman 121-121-153, Helen Stone 130-130-142, Donna Eley 137-137-148, Milly Winkle 99-99-114, Mary Foster 146-146-129. Splits were picked up by Bernie Yocum 6-7-10 and Mikie Majchrzak 7-9. Nice bowling girls.

Quite a few 400 series were rolled: Milly Winkle 418, Donna Eley 442-428, Ann Witten 429-487, Willie Salisbury 449, Mary Leslie 400, Lee Davison 410, Bernie Yocum 407, Helen Thompson 442, Mikie Majchrzak 409, Helen Stone 402, Barb Lanouette 427-424, Carol Easley 465, Grace Young 436, Mary Foster 421, Rena Hunt 435, Grace Haney 402, Dot Holman 430. The bowlers are really improving as more 400 series are appearing each week. Keep up the good work.

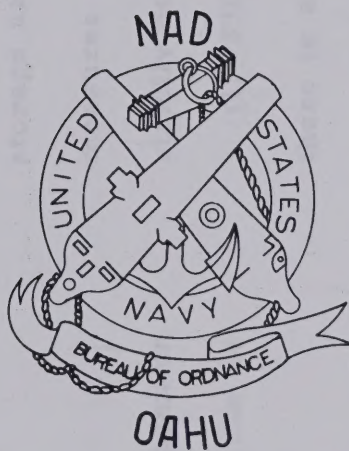
ARMED FORCES DAY

May 18, 1959

R.S. HURDICK, Captain USN

Commanding Officer

U.S. NAVAL AMMUNITION DEPOT
OAHU, HAWAII



ARMED FORCES DAY

May 16, 1959

R.S. BURDICK, Captain USN

Commanding Officer

WHAT YOU MUST KNOW

Since the road passes through an ammunition storage area, there are a few precautionary measures that must be taken and which are strictly enforced.

(1) FIRE is our greatest danger. Therefore, there is absolutely no smoking permitted.

(2) You are requested to stay on the main road - gate to gate - and to observe all speed signs.

(3) If you have car trouble, please pull off to the side of the road and remain with the car until the Marine Security Patrol comes by. He will assist you.

(4) Sorry, but taking photographs is prohibited.

WELCOME ABOARD

You have entered the largest ammunition storage depot in the Pacific Area -- and one of the largest in the Free World.

THIS IS LUALUALEI

A veritable lei of mountains surrounds this activity -- that's why it is called Lualualei.

It is the location of the headquarters of the ammunition depot. Other parts of the depot are located at West Loch in Pearl Harbor and Waikele.

Kolekole Pass here at Lualualei is a natural cleft in the Waianae Range on the ewa side of Mount Kaala (4,025 feet), the highest peak on Oahu. The drive through the pass and Waianae Range provides one of the most scenic trips on the island.

NAD, OAHU is big business: Our assets have an acquisition value of more than \$193,000,000.

There are about 750 civilians employed, with 34 Naval Officers and 297 enlisted men. The Marine Corps is the guardian of Security and has a complement of 9 officers and 309 enlisted personnel.

Besides a payroll which exceeds \$3,800,000 per year, the depot is also a great contributor to the local community - \$1,000,000 goes into services and supplies obtained from local sources. Our civilian employees are contributing almost \$171,000 a year to the government.

STATISTICS

The facilities comprise about 11,000 acres of land, 77 miles of railroad, and 88 miles of roads.

There are ammunition piers with berths for five large cargo ships at West Loch.

Since World War II, more than 105,000 tons of ammunition have been overhauled, tested, and maintained. The cost of this maintenance has been a small fraction of the estimated \$170,000,000.00 replacement value of the ammunition involved.

Lualualei prides itself in having one of the best equipped Quality Evaluation Laboratories for surveillance of all types of ordnance materials in the United States.

TO OUR GUESTS

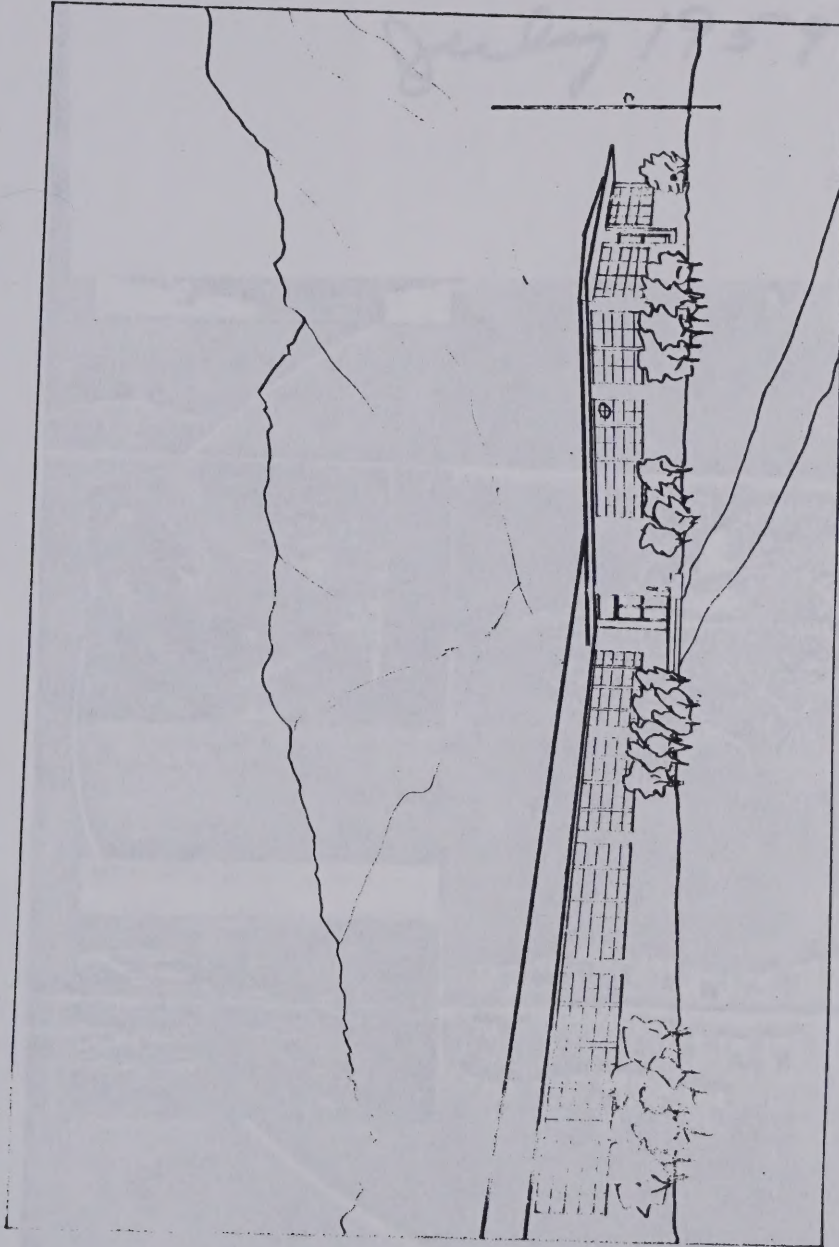
We sincerely hope that you will enjoy this trip.

On the Parade Ground near the main gate you will find a display of various types of ammunition and Marine Corps equipment prepared especially for you to inspect and be proud of the readiness of your Armed Forces. Parking is available across from the display.

To quench your thirst you are invited to refresh yourselves at the soft drink stand operated by the Lualualei Boy and Girl Scouts of America.

ALOHA

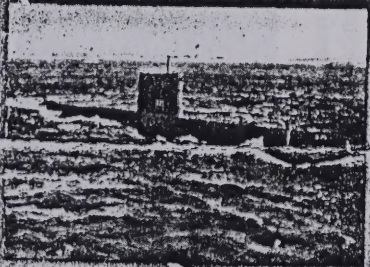
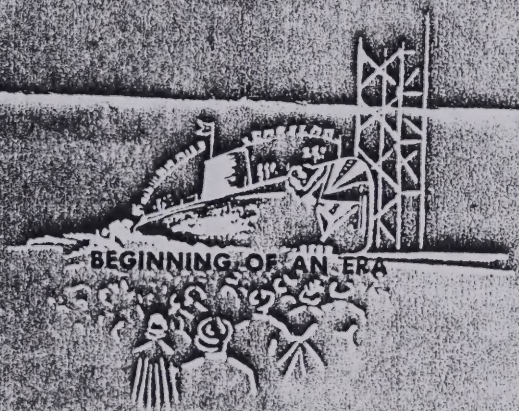
*Spelling & Kids
Toured
with Friends*



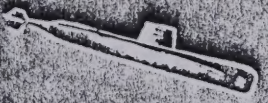
THE QUALITY EVALUATION LABORATORY

Ellie & Kids
Toured
with Friends
July 1959

9



UNDERWAY ON
NUCLEAR
POWER



571

ment within the Bureau of Ships and the Atomic Energy Commission of a program, with Admiral Rickover in charge, to design and build a nuclear sub.

Contracts were let to the Westinghouse Electric Corporation to build the power plant and later, to the Electric Boat Division of General Dynamics Corporation, Groton, Connecticut, to build the submarine. At the same time a prototype engineering plant was authorized and built at the National Reactor Testing Station at Arco, Idaho. This prototype was put into operation in March 1953 by officers and men selected for assignment to NAUTILUS and has since been operated by naval trainees. Its first operation provided trained operators and invaluable operational data on new equipment for the NAUTILUS.

On December 12, 1951 the Navy Department announced that the world's first nuclear powered submarine (SSN571) would carry the name NAUTILUS. Authorized by the Congress in July 1951, her keel was laid at the Electric Boat Division by the Honorable Harry S. Truman, President of the United States, on June 14, 1952. A year and a half later, January 21, 1954, Mrs. Dwight D. Eisenhower broke the traditional bottle of champagne on her bow as the ship slid down the ways of the General Dynamics shipyard into the Thames River.

NAUTILUS was commissioned September 30, 1954. Present on this occasion were many distinguished guests, including Admiral Jerauld Wright, Commander in Chief, U. S. Atlantic Fleet who in the commissioning speech stated, "Today the Navy turns a channel marker in the course of history." After many months of painstaking construction and dockside testing, on the morning of January 17, 1955 at 1100 A. M. her Commanding Officer, Commander Eugene P. Wilkinson, ordered the lines cast off and signaled to the Submarine Force Commander, "Underway on nuclear power."

NAUTILUS Operations . . .

Two years later NAUTILUS returned to Electric Boat Division to have her first nuclear core replaced. Her performance during this two year period exceeded the most optimistic hopes. She had been underway for 5,566.5 hours,

of which 3,170.9 hours were submerged. She had steamed 62,559.6 miles of which 36,498.0 miles were steamed submerged. NAUTILUS early captured all records for submerged endurance and speed. During one transit from Key West, Florida to New London, Conn., NAUTILUS averaged a speed in excess of 20 knots making the run completely submerged. At another time she remained completely submerged for 265 hours. In May 1957 NAUTILUS established another record for long, high speed submerged transits by returning to Panama from San Diego at an average speed of 19.1 knots.

The most significant result of all her operations was the proof that nuclear power was safe, reliable and an immensely successful means of submarine propulsion. Nineteen nuclear propelled submarines are now operating, being built, or planned. No further diesel powered submarines are planned.

ENGINEERING PLANT DESCRIPTION

Primary System

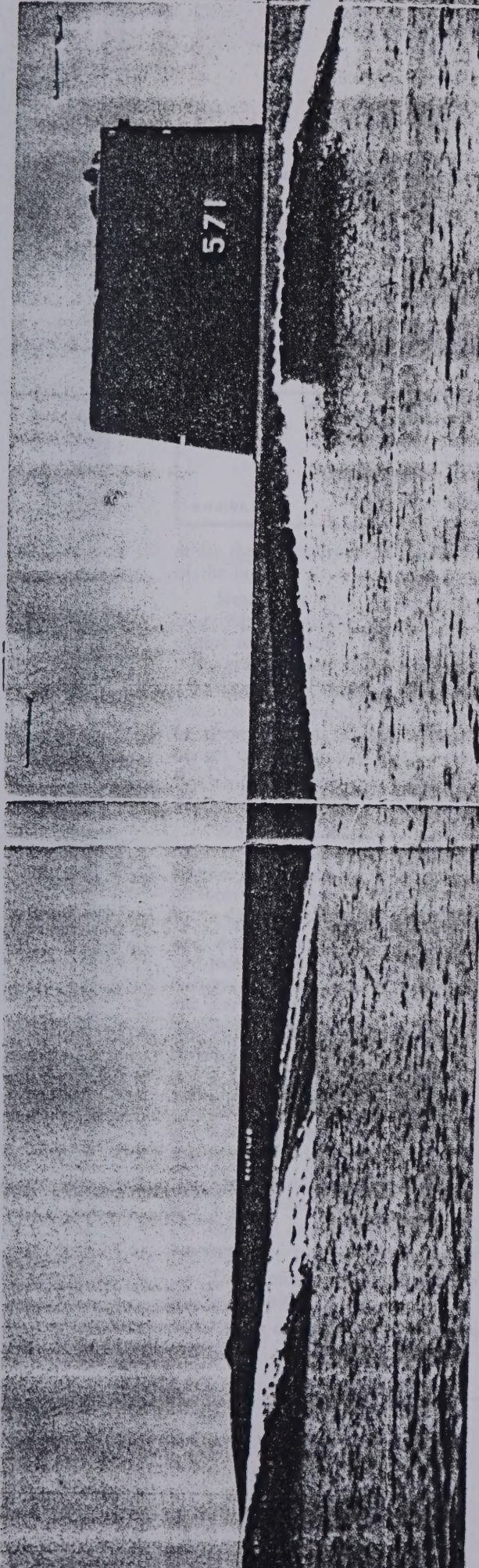
The reactor compartment equipment includes one reactor, and two primary loops, of which only one loop is shown on the sketch.

The reactor gives up heat to the primary coolant, water, which then is forced through the boiler heat exchanger tubes where it gives up heat to form steam on the shell or secondary side of the boiler. The primary coolant is then pumped back into the reactor where it is again heated up.

The water from the starboard and port loops mixes together in the reactor, but the rest of the plant is divided into identical units port and starboard. The primary coolant water is kept pressurized to insure that boiling will not take place in the reactor.

Secondary System

The secondary system is the steam system. It is completely isolated from the primary system since the primary water goes through the tubes of the boiler



Combat Potential . . .

It has been said that anything a conventionally powered submarine can do, NAUTILUS and submarines like her can do better, quicker and longer. True submarines like the NAUTILUS are deadly enemies of both surface ships and other submarines because the true submarine, independent of the earth's atmosphere, can remain fully submerged almost indefinitely and is thus especially difficult to locate and destroy. Submarines like the NAUTILUS can also be fitted to fire guided missiles. In this role they will serve as invisible and virtually undetectable launching platforms, and thereby constitute an almost unchallengeable deterrent force to any potential aggressor.

Nautilus is a name which has been associated with proud fighting ships of the U. S. Navy since 1803. The SSN571 is the sixth ship to bear that name. The first two were schooners, the third a submarine, the fourth was a motor patrol boat and the fifth was a submarine that earned the Presidential Unit Citation during World War II.

NAUTILUS operates under the Commander Submarine Force, U. S. Atlantic Fleet, with headquarters at the Submarine Base at New London, Connecticut. The evaluation of NAUTILUS' engineering plant has been fully completed. Her current employment is aimed toward a continuing evaluation of her immense combat potential and toward acquainting anti-submarine units with the problems of combatting submarines like the NAUTILUS.

The NAUTILUS Program . . .

From the time the first atomic "pile" under the Chicago Stadium went critical in 1939 many men dreamed of the useful application of atomic energy. In 1947 and 1948 Captain (now Admiral) Rickover and a group of naval engineering officers began investigating the feasibility of a submarine nuclear propulsion plant. Studies were conducted first at Oak Ridge and later in 1948 at the Argonne National Laboratories. These studies led to the formal establish-

ment within the Bureau of Ships and the Atomic Energy Commission of a program, with Admiral Rickover in charge, to design and build a nuclear sub.

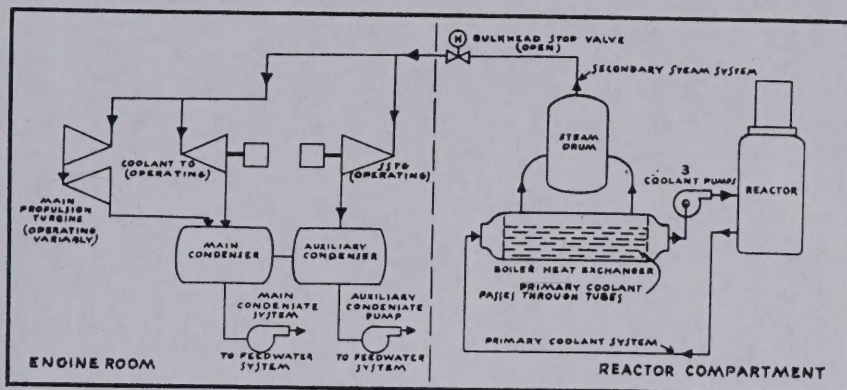
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while the secondary water which is boiling to make steam is on the shell side of the boiler.

Steam rises from the boiler to the steam drum where the water carry-over is separated from the steam. The dry saturated steam then flows back to the engine room where it drives ship service turbo generator sets (SSTG), coolant turbo-generator sets (CTG) and the main propulsion turbines.

Provision is made for declutching the propulsion turbines and reduction gears from the propeller shafts so that the ship can be driven through the water by electric motors mounted integrally on the propeller shafts. The electric motors can receive power from the battery, from small diesel engines or from AC-DC motor generator sets.

Radiation

When the reactor is in operation, the lower level of the reactor compartment is kept isolated and personnel cannot enter this space. Within a few minutes after shutdown the lower level reactor compartment can be entered to perform maintenance work.

The shield of the NAUTILUS reactor reduces the radiation to a level such that, during a cruise lasting the life of the reactor, the average crew member will receive less radiation than he would during a lifetime from x-rays and cosmic rays and natural radioactivity in the sea, air, drinking water and ground. In one year of operation the average crew member received less than the Bureau of Standards allowable radiation dosage for one week.

Startup

A typical schedule for startup from a cold condition follows:

Four hours before underway—one man starts a pre-critical checkoff, which is a thorough check of all reactor control equipment. The in-port watch in the engine room and reactor compartment checks systems lined up for operation.

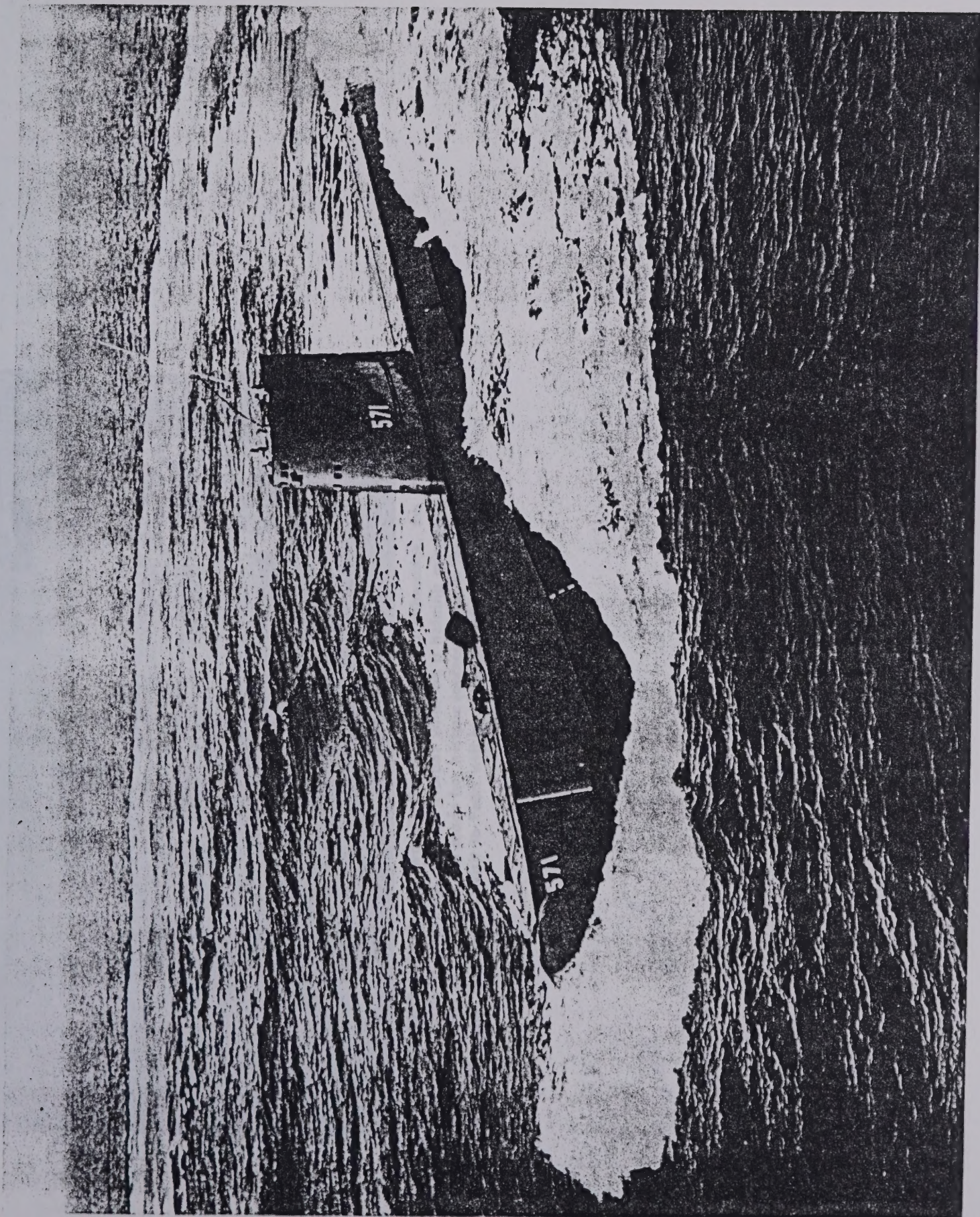
Two hours before underway time—Engineering duty section stations the watch. Commence pulling rods.

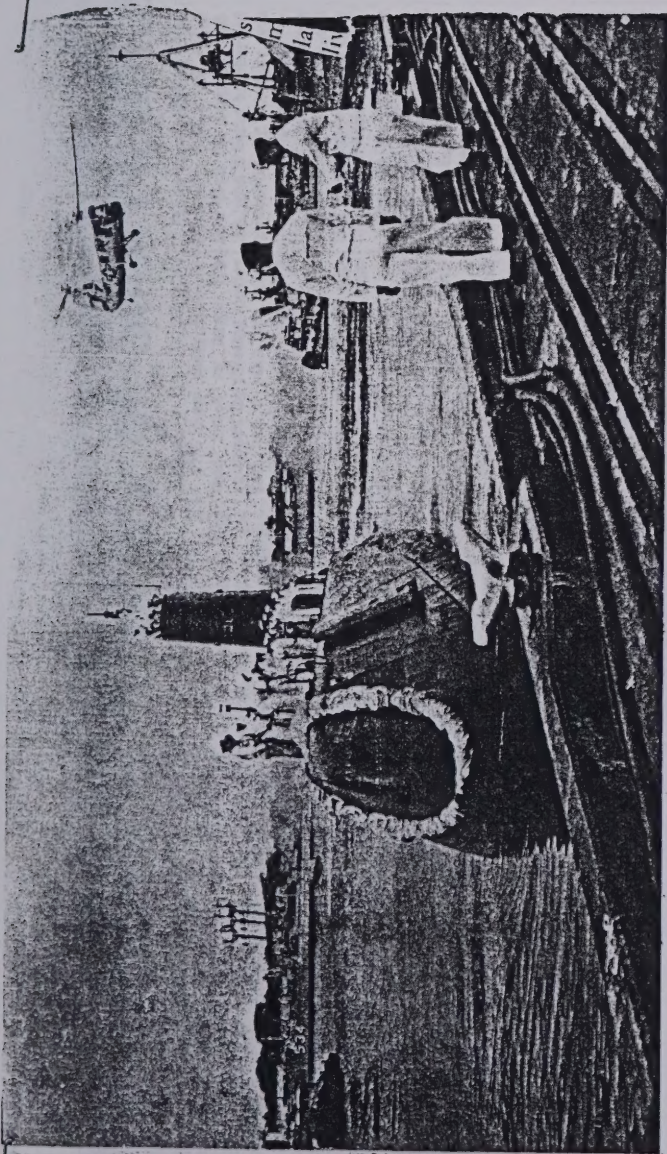
One and one-half hours before underway time—Reactor startup completed—warming up primary loop and steam lines.

Thirty minutes before underway—warm up turbines. Put turbo generator sets in operation.

Fifteen minutes before underway time—ready to answer bells.

1958





NAUTILUS VISITS SUBBASE—The world's first atomic-powered submarine, the USS NAUTILUS (SSN-571), made a stop-over at Pearl Harbor while on a training mission in the Pacific. A week or so after her visit here she made her historic journey beneath the Arctic ice pack and the north pole. The Nautilus' visit to Pearl will be long remembered.

*Williee
& kids toured boat*

Wonders of Sub

Nautilus Shown to Newsmen

By MARK WATERS

The safest place to be if there is another World War will be submerged in a nuclear-powered submarine, according to Commander William R. Anderson, skipper of the Nautilus.

Except for restocking with food and oxygen the Nautilus could ride out the war cruising deep in the oceans.

Commander Anderson invited a group of news media people aboard the craft yesterday at the Pearl Harbor submarine base.

He gave a surprisingly candid talk on the boat's capabilities to the group which was assembled in the crew's mess.

The mess itself is quite a revelation to anyone acquainted with the space limitations of a conventional sub-

marine.

The mess space is more than twice as large. It's equipped for showing movies and has a juke box, soft drink machine, television set, radio and library.

The Nautilus's outside dimensions aren't much different from those of a conventional submarine.

The spaciousness comes from the fact that the Nautilus doesn't need to carry space-robbing fuel.

The skipper ticked off some astounding facts.

The Nautilus has cruised almost 200,000 miles since she was commissioned in September, 1954, on a few pounds of uranium.

More than 75 per cent of this time she was submerged.

When submerged, a crew member receives less radiation than the average civilian, who is being bombarded constantly by cosmic rays from outer space.

The Nautilus can operate safely at depths below 400 feet at speeds of more than 25 miles an hour.

She can go faster under water than on the surface.

The submarine can navigate on an inertial navigation system without coming to surface.

Commander Anderson described this as a complex system of gyroscopes involving acceleration and deceleration principles.

He asked that reporters who looked at the inertial system's "Flash Gordon"

panel describe it in vague terms because of security. He was heartily assured it would be so described.

The skipper said the Nautilus wasn't meant to be an anti-submarine boat but that it has developed into the deadliest sub killer in the world.

NO QUESTION

"Once we make sonar contact there is no question we will make a kill," he said.

The boat carries enough provisions to cruise for 90 days.

The only factor which real-

ly limits the time the submarine can stay submerged is air, used only for human consumption.

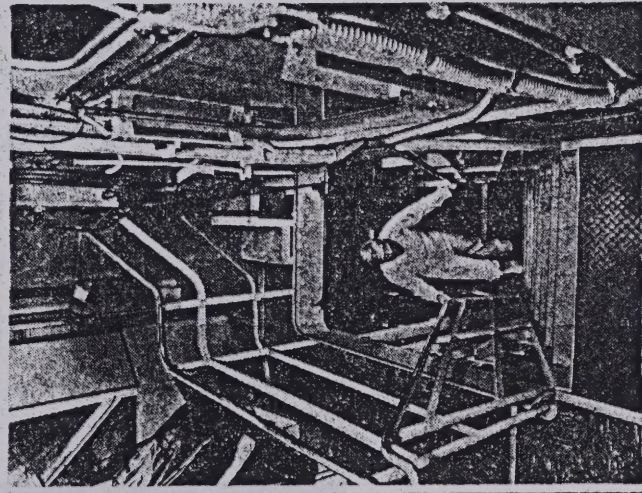
The Nautilus must have its oxygen tanks refilled from ships or bases after several weeks under water. The submarine makes more fresh water daily than it uses and the crew takes fresh-water showers when desired.

So far, it's been proved the crew is working far within the safety limits.

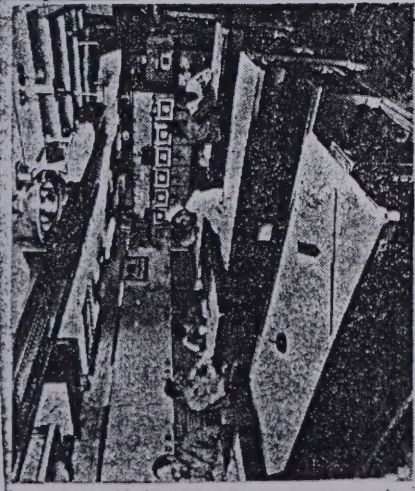
Conventional submarines do not carry medical officers. A commander in the Navy Medical Corps is aboard the Nautilus full-time.

Each crew member wears a film badge which is developed bi-weekly to detect radiation.

So far, it's been proved the crew is working far within the safety limits.



William J. Brown, a seaman aboard the nuclear-powered submarine Nautilus, climbs "grand staircase." This would be narrow vertical ladder on conventional sub. — Star-Bulletin Photos by Warren Rol-

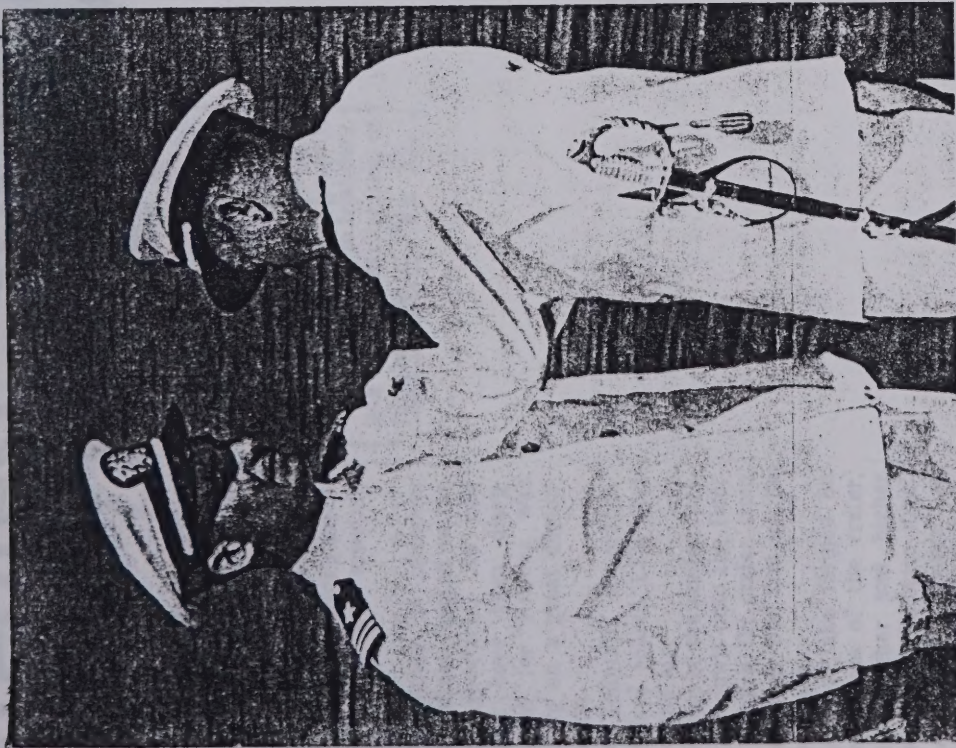


Spaciousness aboard nuclear-powered submarine Nautilus is evident in crew's mess. It has twice the space of a crew's mess aboard a conventional sub.

LCDR NICHOLSON RECEIVES COMMENDATION RIBBON

In colorful ceremonies aboard USS PICKEREL (SS-524) on Saturday morning, May 23, LCDR J. H. Nicholson, commanding officer of PICKEREL, was presented with a commendation ribbon from the Secretary of the Navy, along with the commendation ribbon with medal pendant, by CAPT W. J. Germershausen, Jr., Commander Submarine Squadron SEVEN. Commodore Germershausen presented the commendation and ribbon in behalf of the Secretary of the Navy for "outstanding performance of duty" by Commander Nicholson during USS SKATE's first polar voyage in the Arctic Ocean. Commander Nicholson was executive officer and navigator of SKATE

during her historic cruise. The SecNav commendation read in part: "For outstanding performance of duty as Executive Officer and Navigator, U.S.S. SKATE (SSN-578), during the period 9 to 21 August 1958. Displaying exceptional professional ability, Lieutenant Commander Nicholson skillfully navigated the SKATE (SSN-578), during the period 9 to 21 August 1958. . . . Lieutenant Commander Nicholson succeeded in carrying out one of the finest navigational feats in modern naval history. His leadership, sound judgment, and devotion to duty throughout were in keeping with the highest traditions of the United States Naval Service."



COMMENDATION RIBBON AWARDED—LCDR J. H. Nicholson, commanding officer of USS PICKEREL (SS-524), receives the commendation ribbon with medal pendant from CAPT W. J. Germershausen, Jr., COMSUBRON 7, during ceremonies aboard PICKEREL on May 23rd. LCDR Nicholson was commended by the Secretary of the Navy for his "outstanding performance of duty" while Executive Officer and Navigator for the SKATE's first polar mission last year.

Greatest Show on Earth At Drive-In Volcano

The Islands

Hawaii had the greatest show on earth last week.

Kilauea, America's drive-in volcano, was erupting again.

Thousands of Islanders and visitors flocked to the fiery spectacle. No one should have been disappointed for Kilauea was putting on a great demonstration.

A fountain of orange-red lava soared 1,250 feet into the air.

Rivers of the molten rock rolled down onto the floor of Kilauea Iki crater from the geyser 300 feet up its steep side.

A lava lake formed on the bottom of the crater, rising higher and higher toward the fountain itself.

And there was more than sheer pyrotechnic beauty. Viewers were seeing, from a grandstand seat, how the Hawaiian Islands were formed.

An eruption of Kilauea had been expected for some time. Earthquake under the crater, indicating the movement of lava, had become more and more frequent in past months.

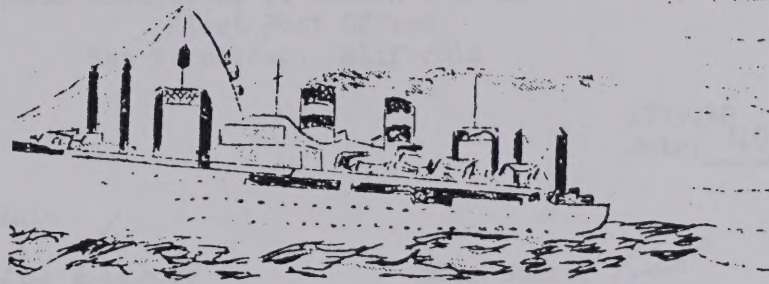
The most likely spot for the breakout, when it did come, was Halemauau, the deep fire pit in Kilauea crater.

Instead Kilauea Iki, inactive for nearly a century, suddenly began gushing lava at 8:08 last Saturday night.

The news spread quickly. An eruption, to Islanders, is a time of excitement, of fun, but not of fear.

SULTAN

Nov 24
to
November 30
1959



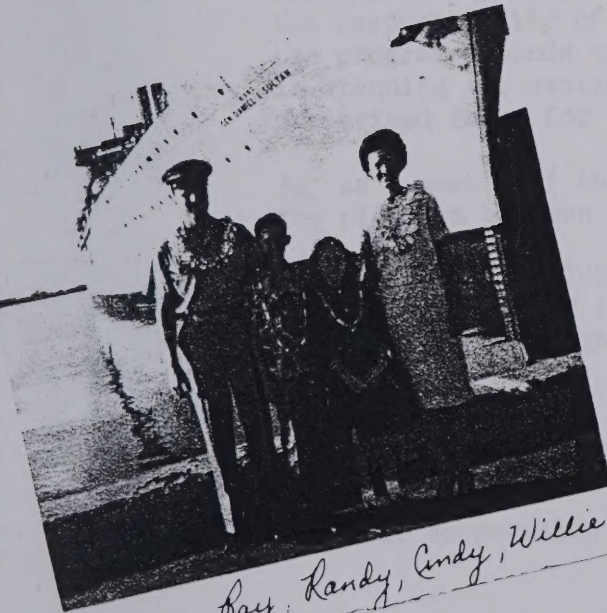
THE SULTAN STORY

On 10 December 1942, the keel of a great lady was laid in the Bethlehem shipyard in Alameda, California. She was to be 608.11 feet in overall-length and 75 feet wide. She was the first in her class of a fleet of ten ships that were designed to have a cruising range of 34 days (without refueling) and capable of speeds up to 21.3 knots. She is now a twin stage P-2 type ship drawing 28 feet of water aft and having a gross weight of 17,000 tons. Her normal cruising speed is approximately 19 knots.

She was placed in commission and commanded by Captain Francis H. Gardner, USN, on August 1944. Originally named the USS ADMIRAL W. S. BENSON (AP-120), she traveled over 124,000 miles and carried over 40,000 passengers in the next three years. She made trips to Bombay, Melbourne, Brisbane, New Caledonia, Le Havre, Marseille, Panama, Japan, Okinawa, the Philippine Islands and many of the smaller islands in the Pacific. She served as a transport on both the Atlantic and the Pacific.

In June of 1946, the USS BENSON was turned over to the U.S. Army Transportation Corps with her home port at Fort Mason, San Francisco, California. In June 1947, the BENSON was sent to Newport News Ship Building and Drydock Company for conversion to a troop and dependent carrier. Among the many changes that took place was an order to rename her GENERAL DANIEL I. SULTAN. The SULTAN continued to operate on the East Coast until January 1949 when she returned to her home port.

In March 1950, the newly-organized Military Sea Transportation Service (MSTS) under the watch care of the Navy, took control of the SULTAN. Under the new arrangement, the present operation procedures were established. A Military Department composed of Navy personnel was assigned aboard the ship for the administration and control of all passengers on board. The Military Department is headed by the Commanding Officer, Military Department (COMILDEPT) whose position on the ship is comparable to that of the Commanding Officer of any military facility. When the SULTAN is completely loaded with troops and dependent passengers, the CO will have responsibility over 457 cabin passengers and 1327 troops. His staff includes an Executive Officer, Division Officer, Nurse, two Doctors, and 20 enlisted personnel including two Hospital



Ray, Randy, Cindy, Willie

USNS General Daniel I. Sultan
military Sea Transportation Cruise ship
Left Hawaii 24 November 1963
traveled 6 days arriving
San Francisco California 30 Nov 1963
Thanksgiving Dinner
Movies.

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OFFICE OF THE CHAPLAIN
USNS GENERAL D. I. SULTAN T AP 120
Fleet Post Office
San Francisco, California

1739.4B
Date: NOV 27 1963

From: Ships Chaplain

To: Mr. Salisbury

Cabin Number 138

Subj: Playroom Watch

1. You have been selected as "FATHER OF THE WATCH" for the Children's playroom.
2. The "FATHER OF THE WATCH" program is designed for parents with children ages 6-12. Its purpose is to place children in the care of responsible parents and give you time to relax and spend a few hours from the responsibility of constantly watching your child. The success of the program depends on your cooperation and the cooperation of all parents in standing the assigned watches, relieving on time and following the prescribed rules for the playroom operation.
3. As a member of the cooperative your child (ren) will have access to the playroom between the hours 0900-1100; 1500-1615; 1800-2015.
4. As "FATHER OF THE WATCH" your principle duties will be to see that order is maintained in the playroom, aid and assist with Arts and Crafts projects and group games.
5. Your watch is as follow:
DATE NOV 28 1963 DAY Thurs TIME: 1000-1100; 1500-1615; 1800-2015
6. Your cooperation is encouraged and greatly appreciated.

J. W. Lowe
Ship's Chaplain

CHILDREN'S PROGRAM:

DAILY SCHEDULE:

0900- Children's Chapel - Children's Playroom, (Ages 6-12)
0900- Infants' Nursery Open - Main Deck (Ages 1-5)
1000- Game Time - Children's Playroom (Ages 6-12)
1330- 1500 QUIET HOURS, (Ages 0-12)
1500- 1615 Infants' Nursery Open
1500- 1615 Crafts Time - Children's Playroom
1800- 2000 Infants' Nursery Open
1830- 2015 Children's Movie - Children's Playroom, (Ages 1-12)

NOTE (1) Children ages 1-5 inclusive who attend the evening movie at 1830 MUST be accompanied by an adult or responsible teenager. Children 1-5 MUST be seated with the attending parent or teenager.

(2) "QUIET HOURS" for children under 12 years of age are to be observed between 1330 and 1500. At this time children are to be in their cabins. It is suggested that children 6-12 use this time for study.

(3) The Infants' Nursery is available to Junior High and Senior High students from 1330 - 1500 for a study hall.

(4) The above schedule are for days at sea only. They may be canceled or modified on days of arrival and departure.

CHILDREN'S PROGRAM: The children's program is under the direction of the Chaplain. The success of the program is in direct proportion to the cooperation of the parents. For the purpose of programming and maximum use of facilities, the children are divided into two age groups: 1-5 (Nursery) and 6-12 (Children's Playroom). Thirteen and up are considered as adults and may participate in all adult activities at the discretion of their parents. The program hours of the Nursery and Children's Playroom are arranged on a cooperative basis. The watches are arranged to allow you, the parents, a maximum of free time during the voyage. The watch list is made directly from the "Berthing List" and any discrepancies or undue hardships resulting, should be brought to the Chaplain's attention immediately. Detailed hours and regulations for the playrooms are found in the "Parent's Orientation" sheet which will be delivered to your staterooms along with the individual watch assignments.

CHILDRENS PLAYROOM, 2nd deck opposite stateroom 245. This room is restricted to children ages 6-12 inclusive during the normal playing day. There are two exceptions to the use of this room. (1) Children ages 1-5 are permitted during the afternoon movie if properly accompanied. (2) In the evening after 2030 Teenagers are permitted to use this room for Special Services scheduled activities only.

B R E A K F A S T

L U N C H E O N

D I N N E R

USNS GENERAL DANIEL I. SULTAN (T-AP 120)

COVERING:

☐ Additional 16 NON-Revenue

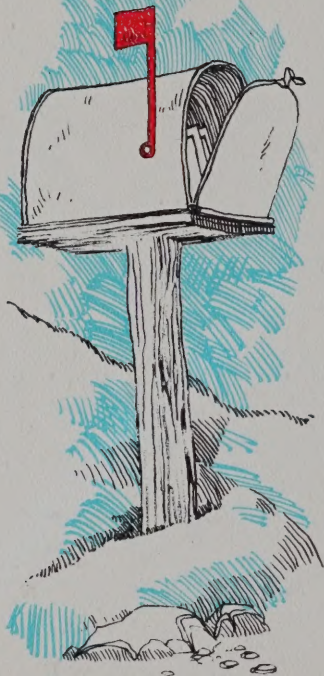
NON-Revenue

Asst/Purser

Greetings From Our House To Yours



Ray, Randy, Cindy, Willie.



Happy Holidays 1963!
my but that was a fast year,
just a month ago we said, "Aloha to
our many friends in Hawaii." We
took a lovely six day ocean voyage
back to the mainland on the U.S.N.S.
Wen Sultan arriving in San Francisco
Nov 30th, where we will be stationed
until about April.

Ray has gone aboard the submarine,
U.S.S. Katon A.C.S.S.-270, which is
having an overhaul at Hunters Point.
Come April we will continue our
trip to San Diego where the Katon
is homeported.

The children are growing up
so fast. Randy left the Cub Scouts
in July, and went on to the Boy
Scouts. He spent an enjoyable

week at camp Puupukea just before school started in September. He's still taking guitar lessons, and he plunks out a few tunes on the uke. He's in the sixth grade this year and is he getting tall.

Cynthia just got started in the Brownies when we left Hawaii, but she was able to take a few tours with her troop. She plays a little on the uke too. Cindy's in the third grade and what a little lady. She had the mumps in August, and felt sooooo, cheated when she didn't give 'puffy cheeks' to either her Daddy or brother, Ha!

In June Ray took Willie on a beautiful week-end to the Island of Kawai, it's known as the "Garden Island," and is the loveliest in the Hawaiian chain. The unspoiled beauty of the whole Island was a dream, how we



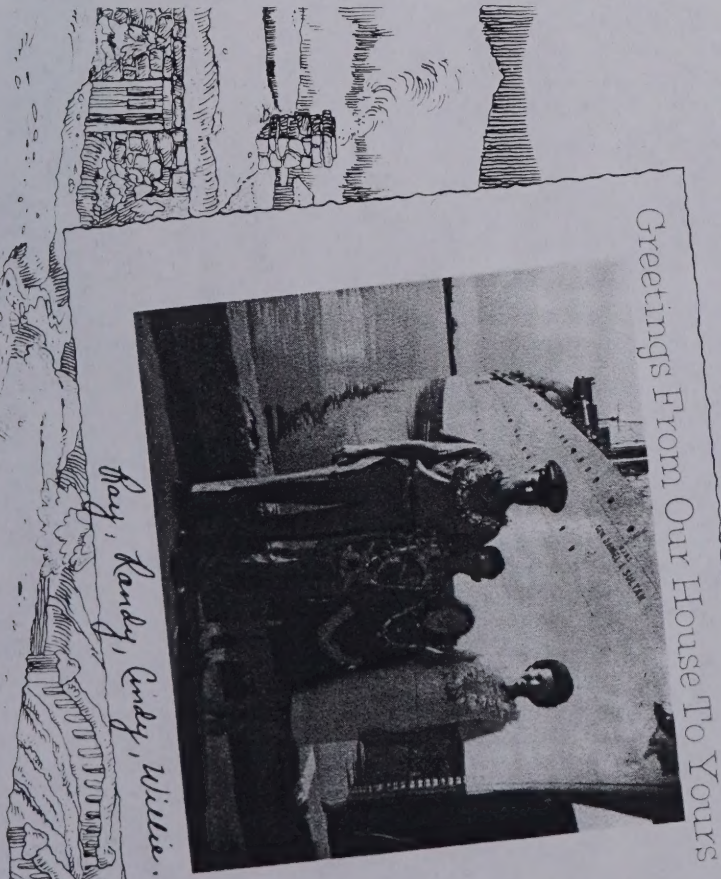
hated to leave.

Christmas this year is a happy time for us, and a blessing always when we can be together, as you know last year Ray was in Japan. He was gone six months, arriving back home February 12th. He took another extended cruise in August for three months. We were very

happy about Ray's orders. We were enjoying ourselves here in San Francisco, but too, we were looking forward to seeing our families and friends in Southern California.

May the coming year be happy for each of you "Merry Christmas" and a "Happy Holiday".

"The Salisburys"



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DEPARTMENT OF THE NAVY, BUREAU OF NAVAL PERSONNEL
SERVICE SCHOOLS



This certifies that

Raymond M. Selisbury, EN1(SS), U. S. Navy
has satisfactorily completed the prescribed course of study at the
U. S. Naval School, Personnel Men, Class C-1, Recruit Procurement
(General), Service School Command, USNTO, San Diego, California

this 1st day of April, 19 60

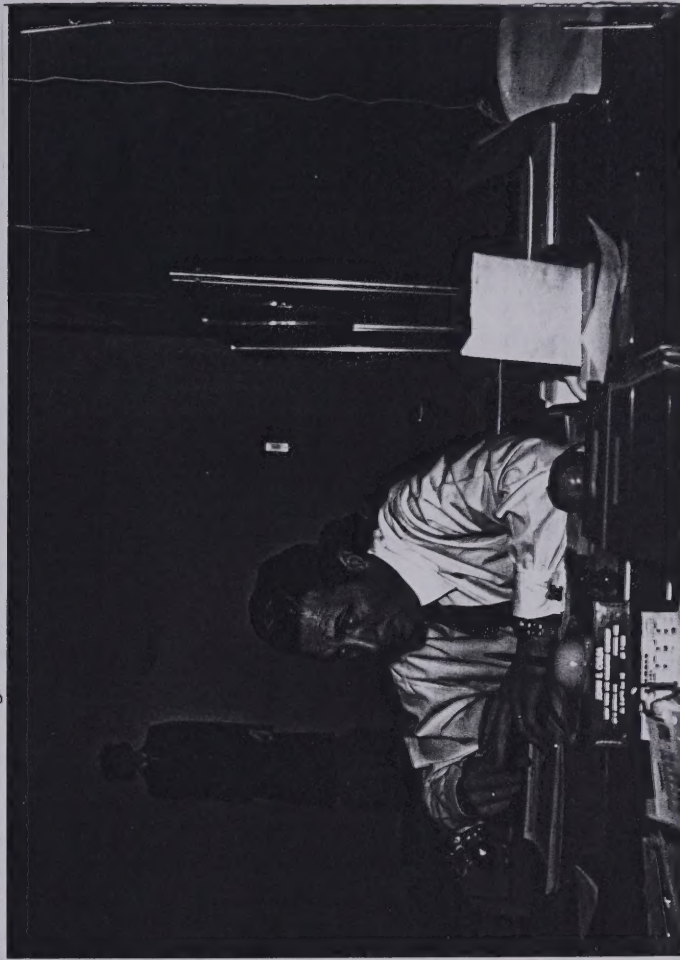
R. J. Baum

U. S. Navy, Commanding

in Recruiting Office in Phoenix Arizona



Raymond Selisbury - Back Row - 3rd from the right -



DEPARTMENT OF THE NAVY, BUREAU OF NAVAL PERSONNEL
SERVICE SCHOOLS



This certifies that

Raymond L. CALLEBURY, III (SS), U. S. Navy
has satisfactorily completed the prescribed course of study at the
U. S. Naval School, Personnel Gen, Class G-1, Recruit Procurement
(General), Service School Command, NATTC, San Diego, California

this 1st day of April, 1960

R. L. Callebury
U. S. Navy, Captain

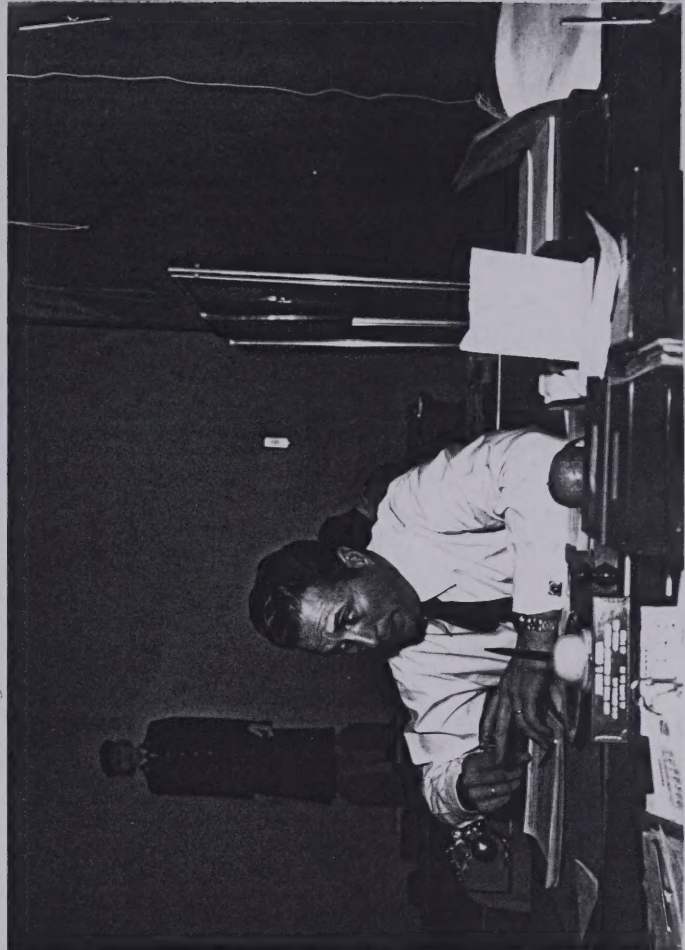
U. S. Navy, Commanding



U.S. NAVAL SCHOOL
PERSONNEL GEN CLASS G-1
RECRUIT PROCUREMENT CLASS 7-60
GRADUATED APR. 1960
SAN DIEGO, CALIF.

Raymond L. Callebury - Back Row - 3rd from the right

In Recruiting Office in Tucson Arizona



U.S. NAVY RECRUITING SUBSTATION
ELLIS BUILDING
137 NORTH SECOND AVENUE
PHOENIX, ARIZONA

21 May 1960

NEWS RELEASE (FOR IMMEDIATE RELEASE)

A recent addition to the staff of the U.S. Navy Recruiting Office, 137 N. 2nd Ave., Phoenix, is Electricians Mate First Class RAYMOND SALISBURY. SALISBURY is a veteran of 14 years Naval service serving aboard ships ranging from tug boats and destroyers to tenders and submarines.

Prior to reporting to the Navy Recruiting Station, SALISBURY was attached to Submarine Squadron 7, at Pearl Harbor, Hawaii, aboard the submarine Pickerel. In their three years at Pearl Harbor, the SALISBURYS visited the islands of Hawaii and Maui and saw the eruption of the volcano, Kelauea Iki.

The SALISBURYS who are living at 5912 Pinchot Ave., with their son RANDY, 7 and daughter CYNTHIA 5, are very active in church, social groups and the P.T.A.

-30-

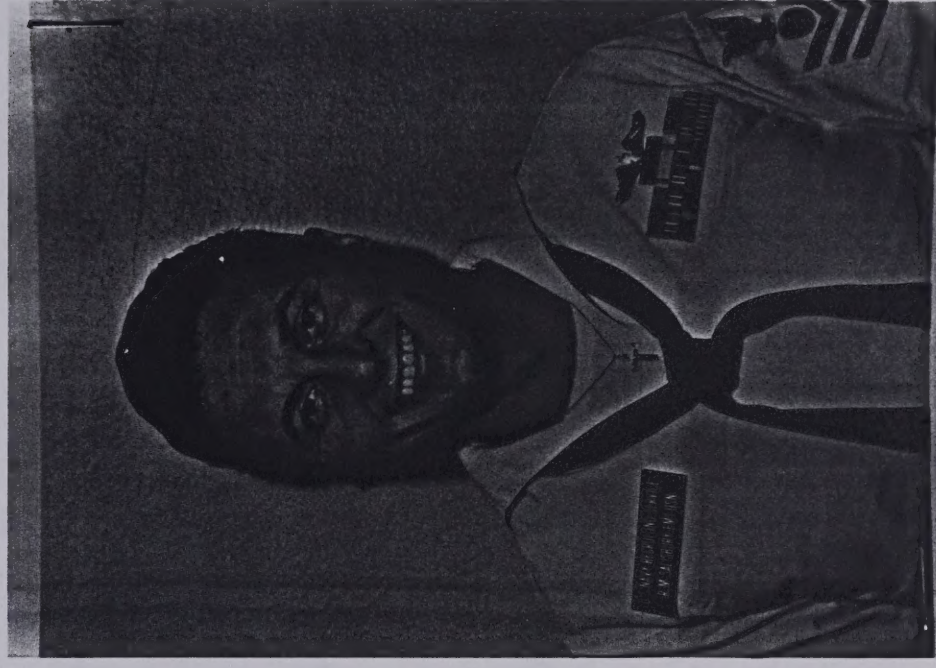
1960 ~~Recruiting~~ Staff Assignment Told

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Prior to reporting to the recruiting center, 137 N. Second Ave., Salisbury was attached to Submarine Squadron 7 at Pearl Harbor, aboard the submarine Pickerel.

SALISBURY



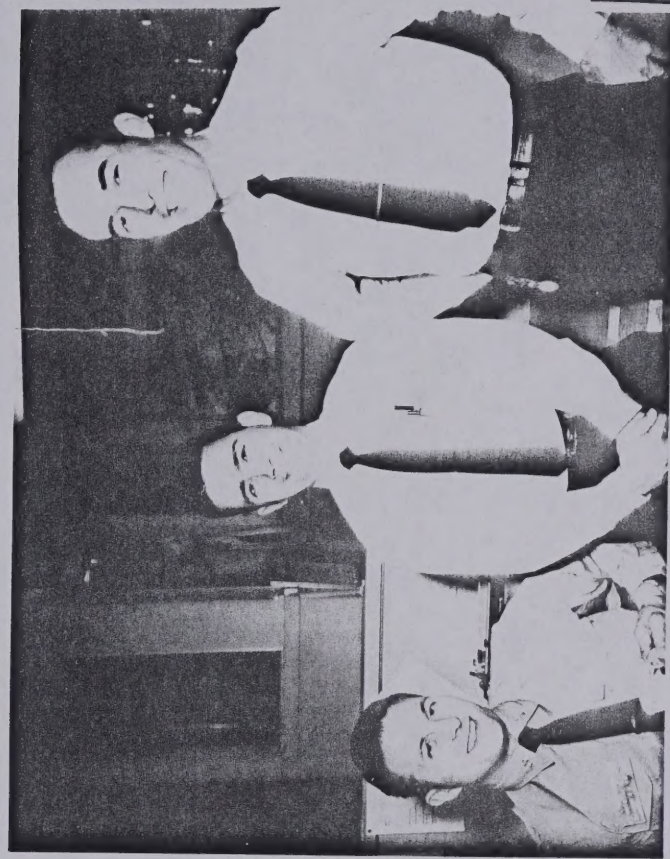
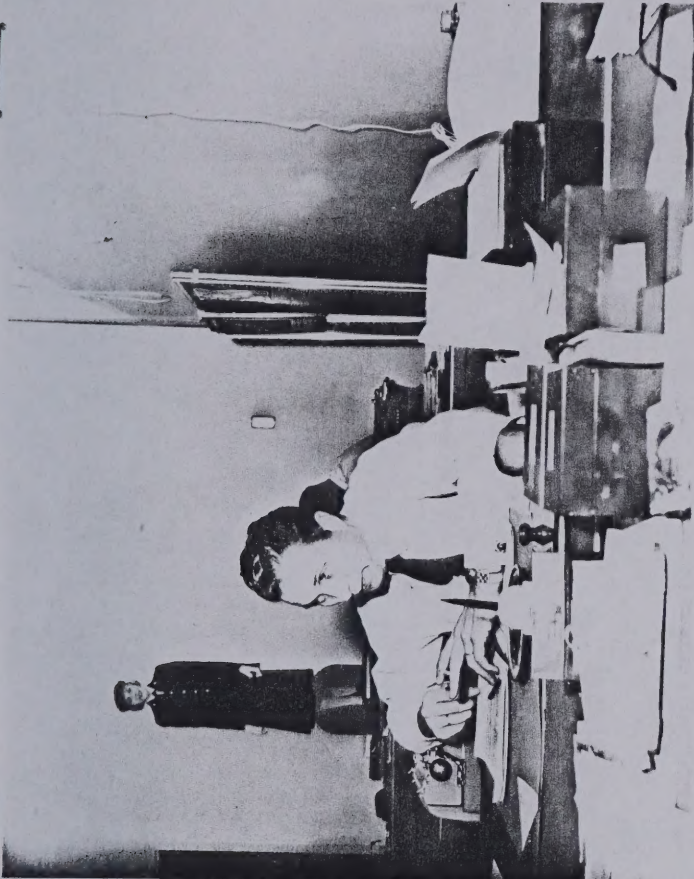
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SALISBURY
 aboard the submarine Pickerel.



Navy Recruiter To Be In Parker Area Soon

Ray Salisbury, EMC Navy Recruiting Officer for the Parker area, will be at the Parker Post Office next Friday, March 31.

Anyone interested in joining the United States Navy may contact him between 8 a.m. and noon, or write to R. M. Salisbury, EMC (ss) U.S. Navy Recruiting Station, Ellis Building, Phoenix, Arizona.

1961 Navy Recruiter Will Visit Parker Next Week

Ray M. Salisbury, Chief in the United States Navy, will be in Parker next Friday from 8 a.m. until noon at the U.S. Post Office to interview anyone interested in joining the Navy.

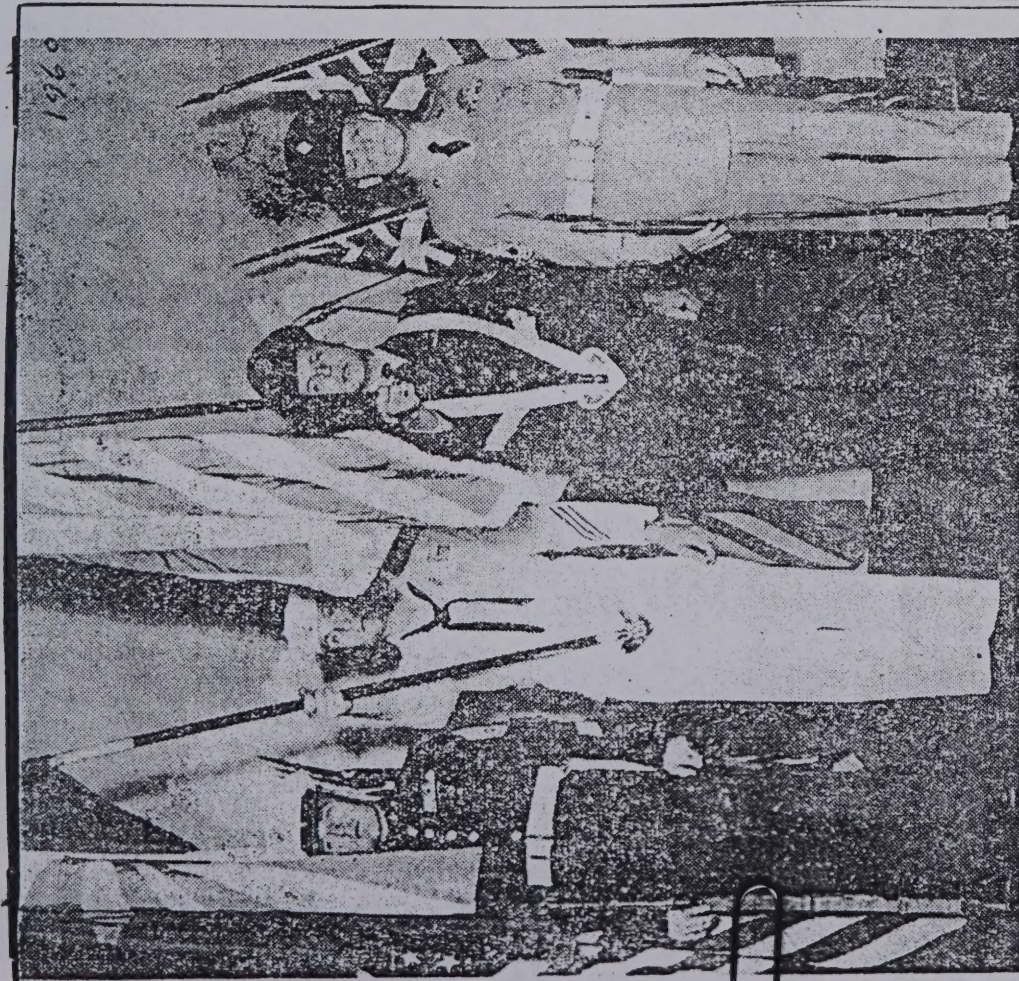
Salisbury is the recruiting officer for the Parker area from Phoenix. Anyone interested, may contact him at the post office. Salisbury stated that this trip will be the last one until fall.

2

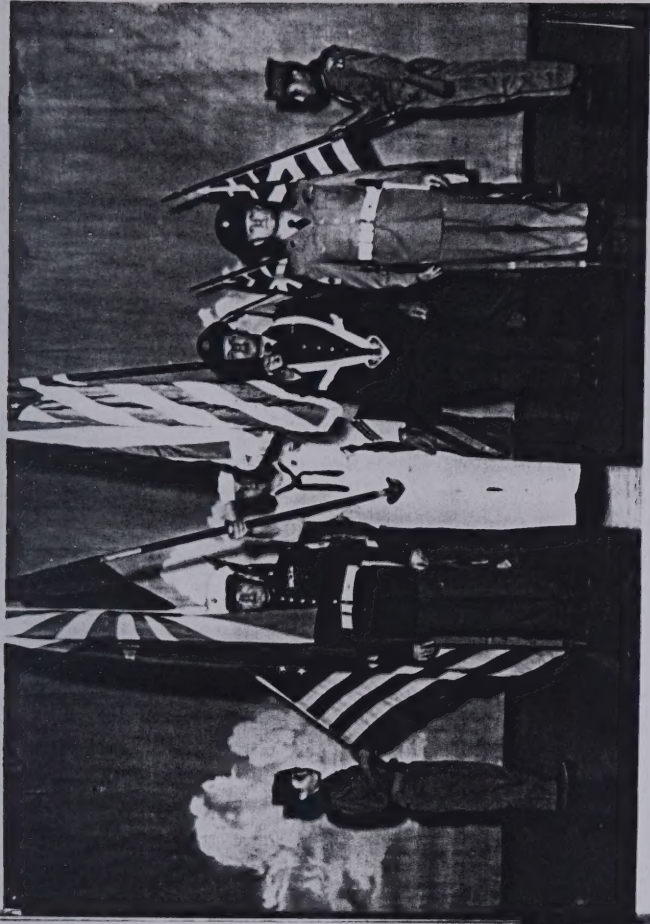
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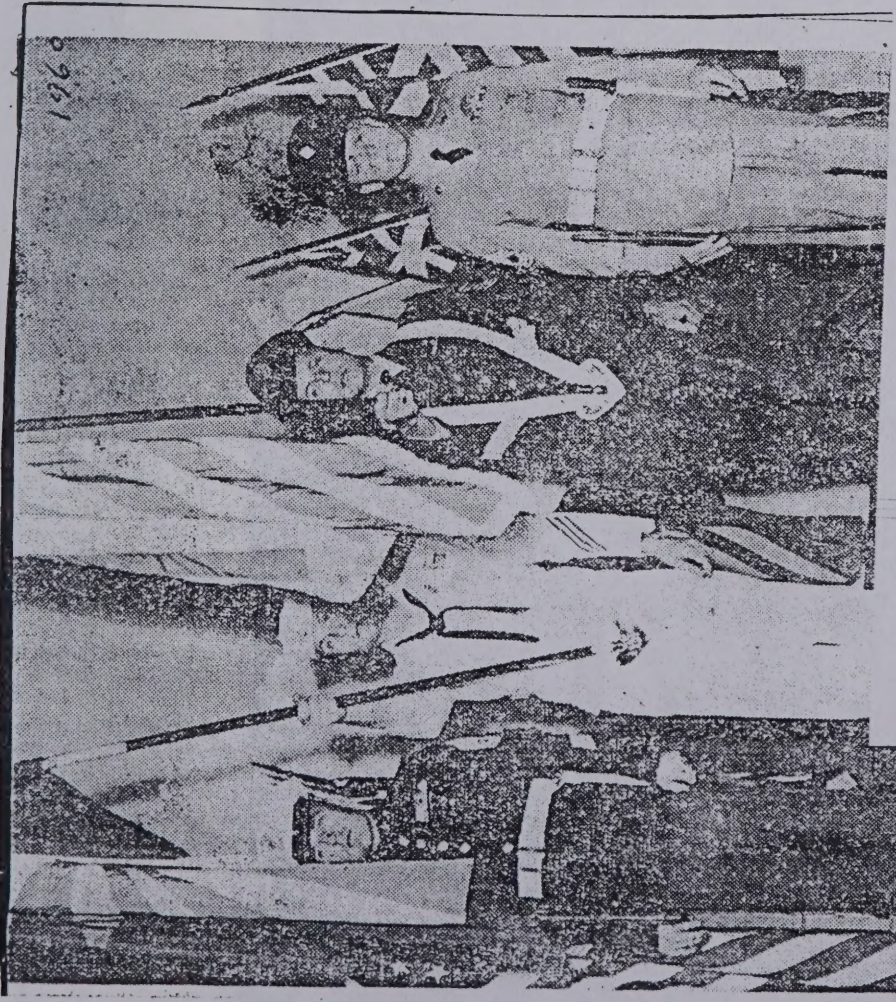
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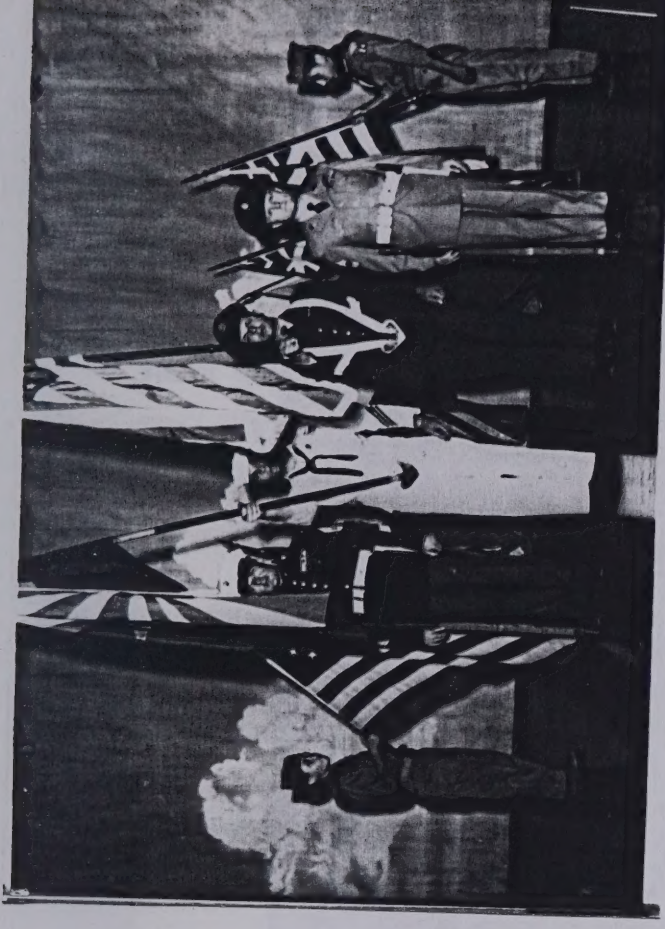


COLOR GUARD—Taking part in a Flag Day observance to be televised Sunday will be, from left, Sgt. Jerry Butler, marines; Raymond M. Salisbury, electrician's mate first class, navy; M.Sgt. Robert L. Spires, air force; and M.Sgt. Raymond L. Parsons, army. Program over Channel 12 from 5:30 to 6 p.m. is sponsored by Phoenix Elks. A public program will be held at 7 p.m. Tuesday at Elks Park, 44th Street and Thomas.





COLOR GUARD—Today will be, from left, electrician's mate first class M. Sgt. Raymond L. Tuesday at Elks Pa



Wednesday The 14 June 1960
Flag Day
Televised 11 June 1960
Public Program 13 June 1960

Made Chief -- Chief Electricians mate
16 January 1962
at the U S Navy Recruiting Station
Los Angeles, Calif.
16 Jan 1962
Earl J. Marconnet LCDR USN

Wed 14
Thurs 15
Fri 16
Sat 17
Sun 18

TELEPHONE
ALPINE-8-5851
ALPINE-8-5562

U. S. NAVY RECRUITING SUBSTATION
ELLIS BUILDING
137 NORTH SECOND AVENUE
PHOENIX, ARIZONA

13 January 1961

FROM: R.M.SALISBURY, EMI(SS),USN, 567 97 74

TO: WOC IN CHARGE

VIA: a) SLATER, MMC, USN
b) KENNEDY, SWC, USN
c) MAYER, BUC, USN
d) HUGHES, ENC, USN
e) DEESE, BTC, USN

SUBJECT: Uniform orders request for:

1. It is requested that I be issued a copy of uniform orders Etc to comply with for the morning of 16 January 1961.

SINCERELY

R.M. Salisbury
R.M.SALISBURY, EMI(SS),USN

4.) Is "WOC" abbreviation for walk, like to
wun slow? Recommend blanket,
Indian head-dress and cigar - go-
shades could be regulation footwear for
this occasion - seems like a potential
chief Basketball  player should bring at
least a regulation basketball hoop as well
as a set of rules for cribbage, any-diecy and
some anti freeze like this old Krondad. *EP*

Joe
Em
(over) C: RECOMMEND THAT BEING'S THIS
POTENTIAL "BOOT CHIEF" WEARS A PAIR
OF FISH ("DOLPHINS") ON HIS CHEST,

THAT HE NOT ONLY SUPPLY THE "BOOZE"
BUT ALSO CERTAIN OTHER CHOICE, SWEET,
SOLID REFRESHMENTS, SEAFOOD INCLUDED!

S. J. H.

Have Coffee made and serve each senior
man promptly upon arriving for work
on the morning of 1-16-61 - Service with
a smile is a must

H. D. of Vias

From an E-7 not on the list. I not only
feel slighted but should be included. I
therefore would like to have the uniform
tropical shorts with go-aheads and a
formal apology every time I contact this
boat on 1-16-61.

JA

Concur wholeheartedly in above endorsement -
returned for obvious reasons.

D

Returned approved. - Uniform: Tropical Shorts

S. Leonard

W.D. in C.

Indian head dress

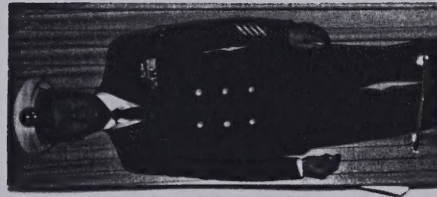
go-aheads

Blankets & "dolphins"

10,441 New Chiefs Get Glad Tidings

On Jan. 16, 1961

EMC
Allard, R. L.
Armstrong, J. L.
Banks, A. V.
Barton, C. I.
Barnett, V. R.
Belt, G. L.
Benedict, B. H.
Blake, J. W.
Breuer, W. D.
Brierley, B. K.
Coffey, R. N.
Coffey, P. W.
Czarnecki, T. L.
Davis, R. A.
Downs, L. R.
Engle, C. B.
Eckle, J. R.
Holloway, G. W.
James, V. F.
Johnson, C.
Killian, J. W.
Lewis, R. E.
Liszewski, J. J.
McMurray, R. L.
Mead, D. G.
Merrill, G. W.
Miller, W. W.
Murphy, V. J.
Nobrega, R.
Parks, C. R.
Parker, D.
Reichenbaugh, C.
Rupp, T. J.
Sakabury, R. M.
Schenkel, C. J.
Smith, R. F.
Stevens, A. C.
Swanson, G. A.
Swanson, R. C.
Wingard, J. F.
Young, W. H.
Zuber, D. A.



ADMIN NOTE:

As a result of the February 1960 examination, the following personnel will be advanced to CPO:

KINNEY, D.G.
TODD, W.D.
SLATER, J.A.
IRVINE, W.G.
CHARLES, L.V.
LEWIS, R.E.
SALISBURY, R.M.
SCHLEIF, D.E.

283 64 44
300 92 77
568 78 54
929 94 39
767 76 71
566 94 54
567 97 74
366 32 03

EM1
EM1
MM1
HML
IM1
EM1
EM1
YN1

BMC
EMC
MMC
HMC
IMC
EMC
EMC
YNC

Feb. 1961
Effective Date
16 May 60
16 May 60
16 Jul 60
16 Sep 60
16 Nov 60
16 Jan 61
16 Jan 61
16 Jan 61



To all who shall see these presents, greeting:

Know Ye, that reposing special trust and confidence in the fidelity and abilities of

RAYMOND MERLE SALISBURY

I do appoint

CHIEF ELECTRICIAN'S MATE (Acting)

in the

United States Navy

to rank as such from the 16TH *day of* JANUARY *nineteen*
hundred and SIXTY-ONE *.*

This appointee will therefore carefully and diligently discharge the duties of the grade to which appointed by doing and performing all manner of things thereunto pertaining. And I do strictly charge and require all personnel of lesser grade to render obedience to appropriate orders. And this appointee is to observe and follow such orders and directions as may be given from time to time by Superiors acting according to the rules and articles governing the discipline of the

Armed Forces of the United States of America.

U. S. NAVY RECRUITING STATION,
LOS ANGELES, CALIFORNIA

Given under my hand at LOS ANGELES, CALIFORNIA *this* 16TH *day*
of JANUARY *in the year of our Lord nineteen hundred and* SIXTY-ONE *.*

Earl J. Marconnet

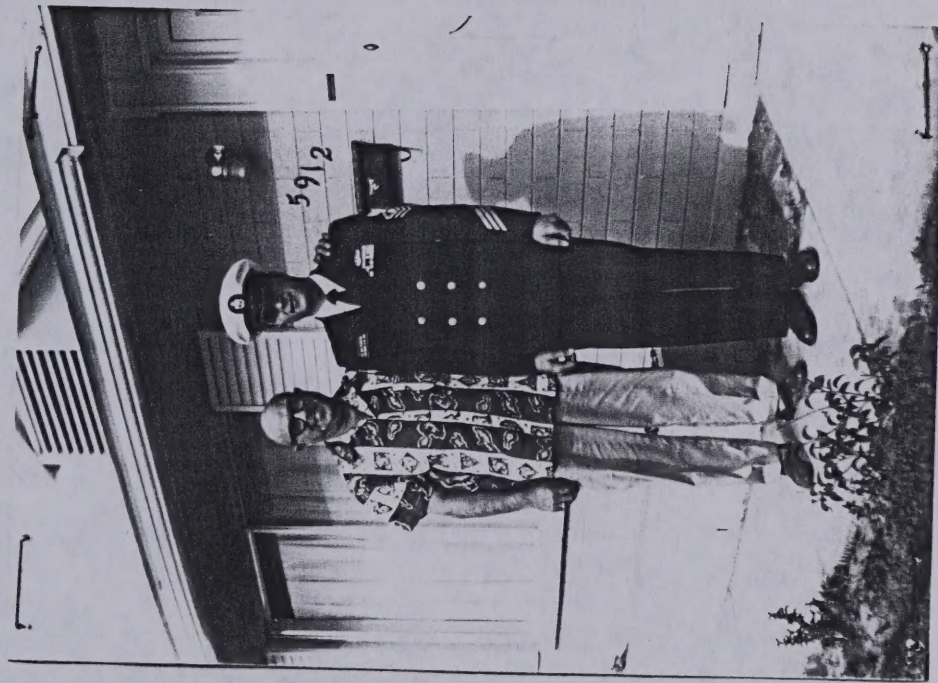
EARL J. MARCONNET

LCDR

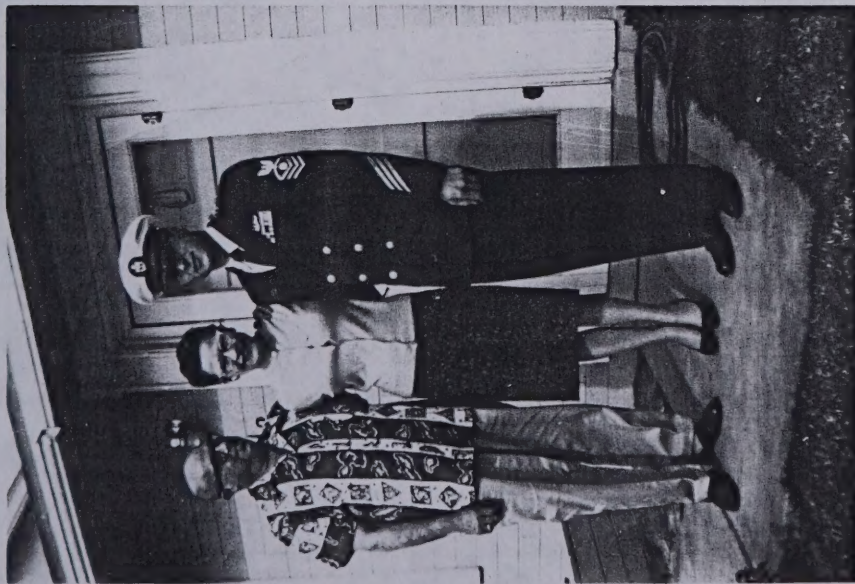
USN

ACTING

The Salasburys
 5912 Litchot Avenue
 Phoenix, Arizona
 January 1961

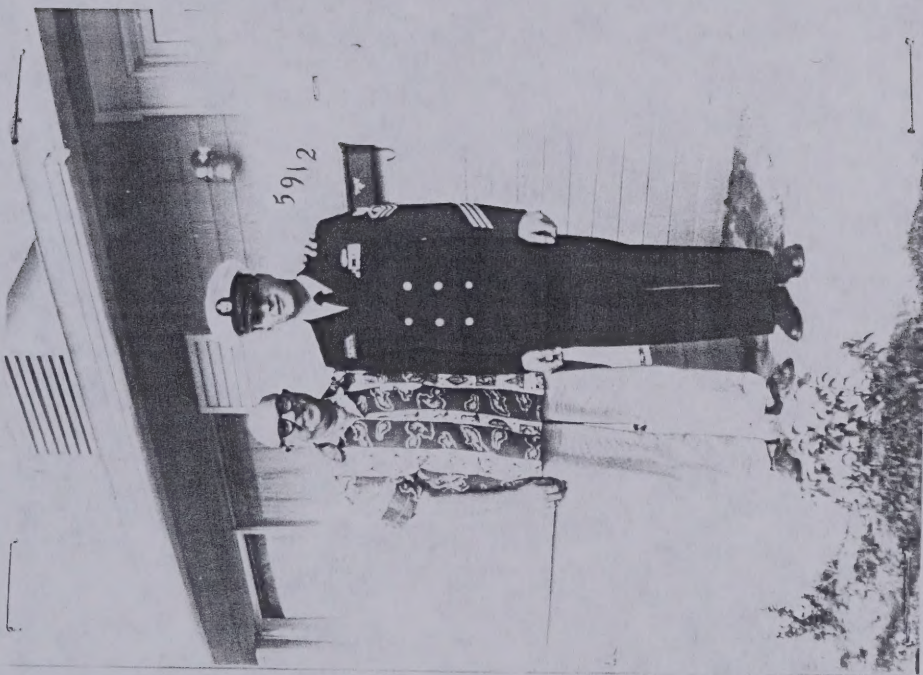


David } Salasbury
 Raymond }

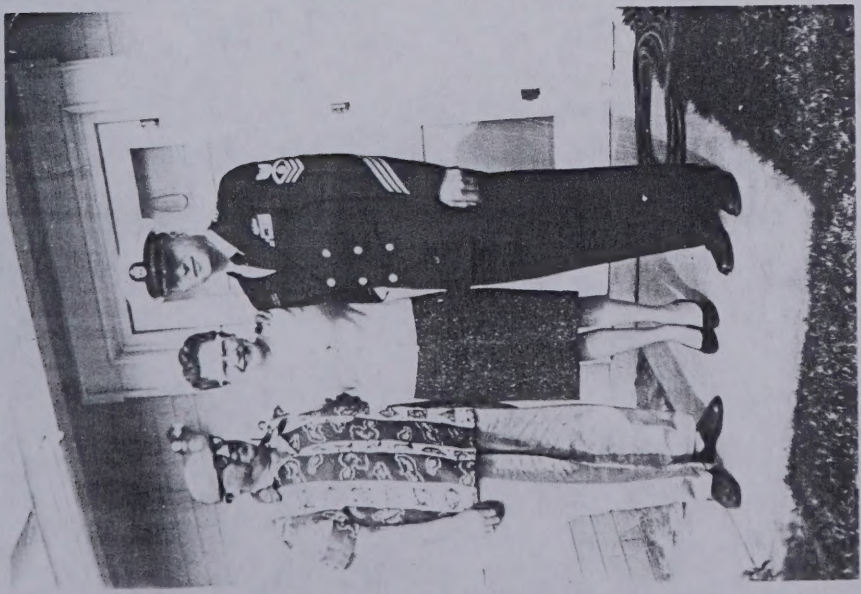


Dave }
 Gennie } Salasbury
 Ray }

The Siskiwit
 5912 Siskiwit Avenue
 Phoenix, Arizona
 January 1961

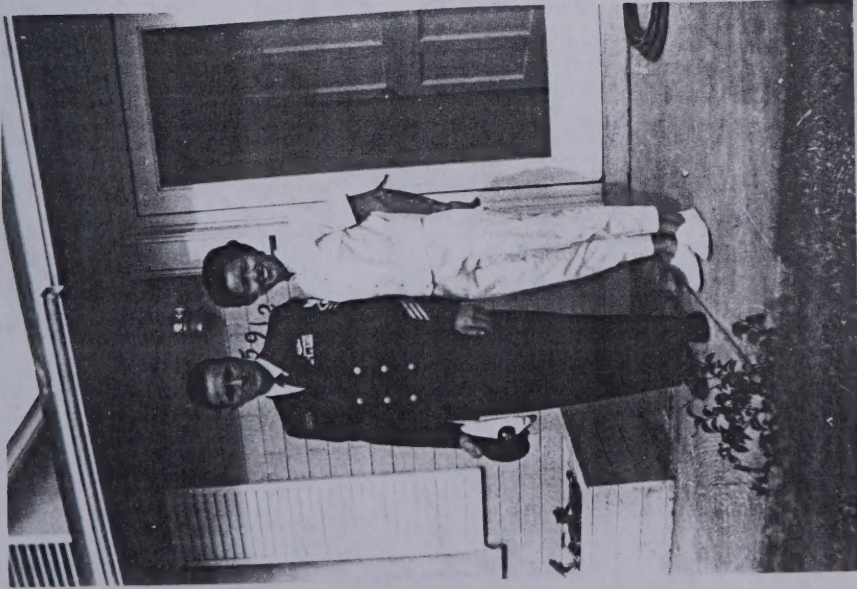


David Siskiwit
 Raymond Siskiwit

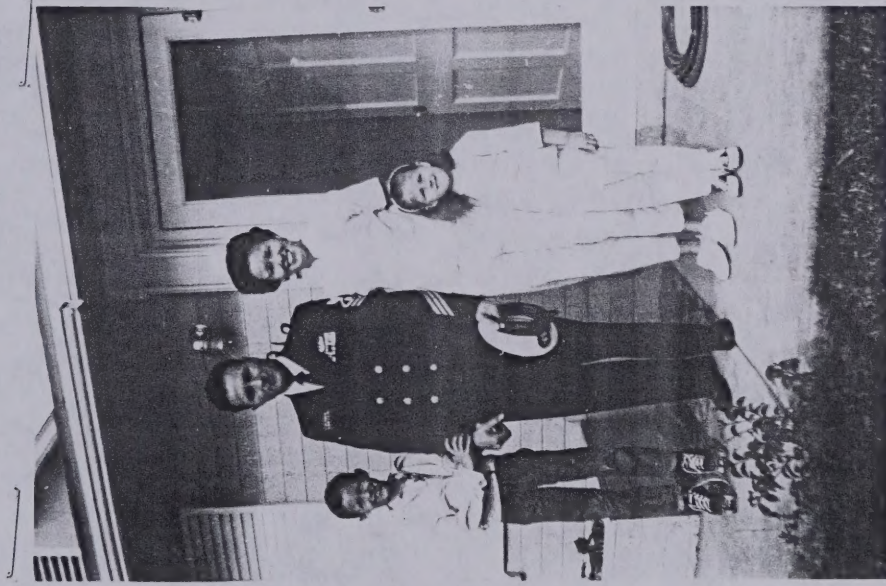


David Siskiwit
 Raymond Siskiwit

The Salisbury's
 5912 Peachat Avenue
 Phoenix, Arizona
 January 1961



Ray & Salisbury
 Willie

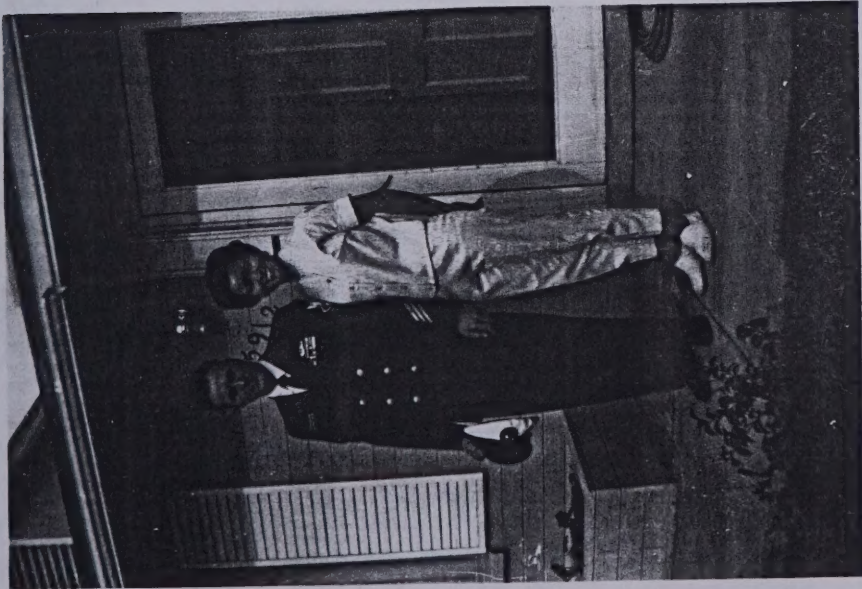


Randy
 Ray & Salisbury
 Willie
 Randy

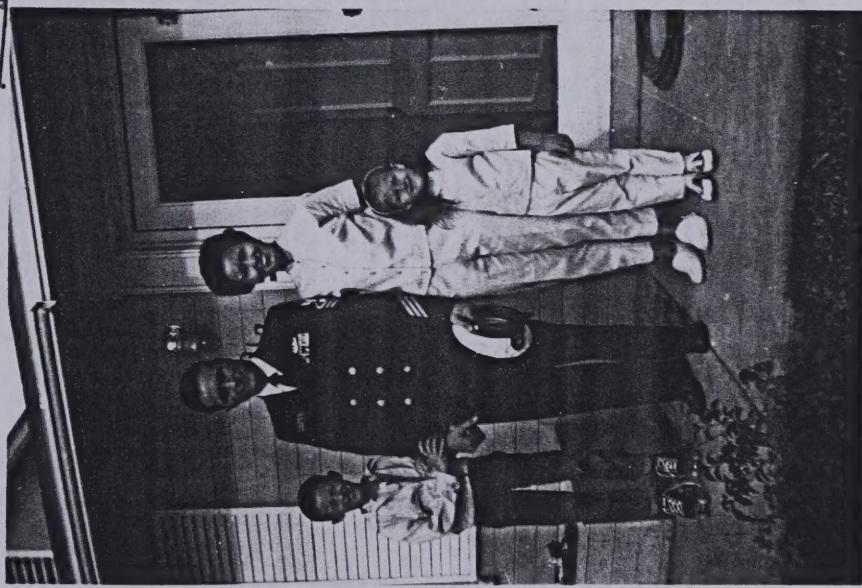


June
 Raymond & Salisbury
 Willie Lee

The Salisbury's
 5912 Lincot Avenue
 Phoenix, Arizona
 January 1961



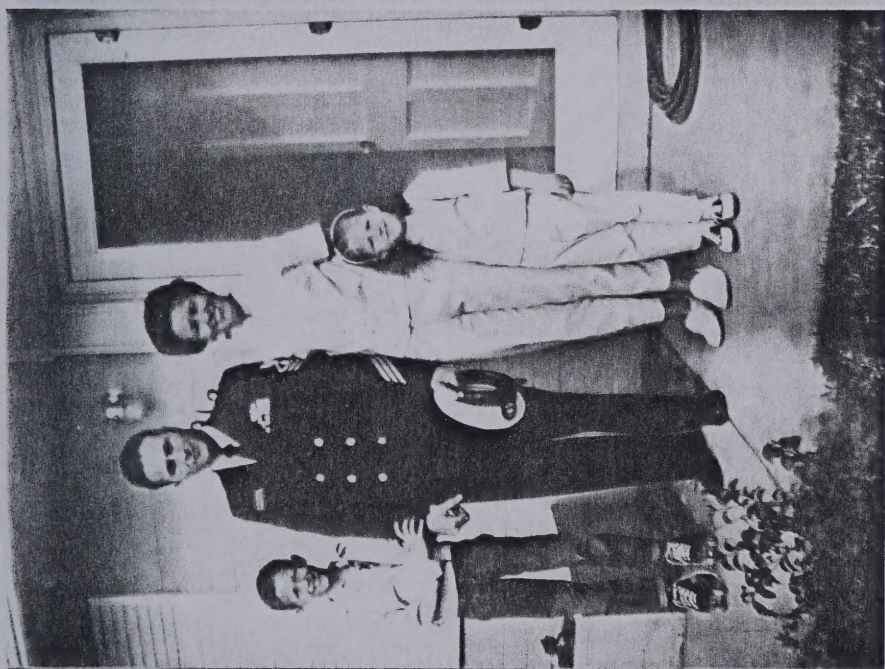
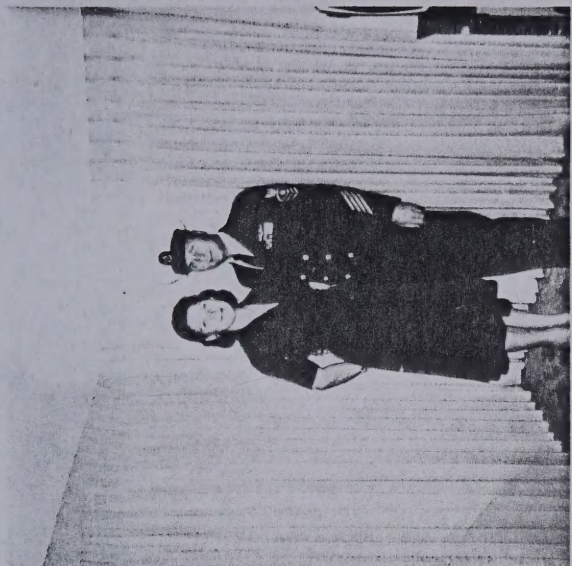
Ray } Salisbury
 Willie }



Randy } Salisbury
 Ray }
 Willie }
 Cindy }



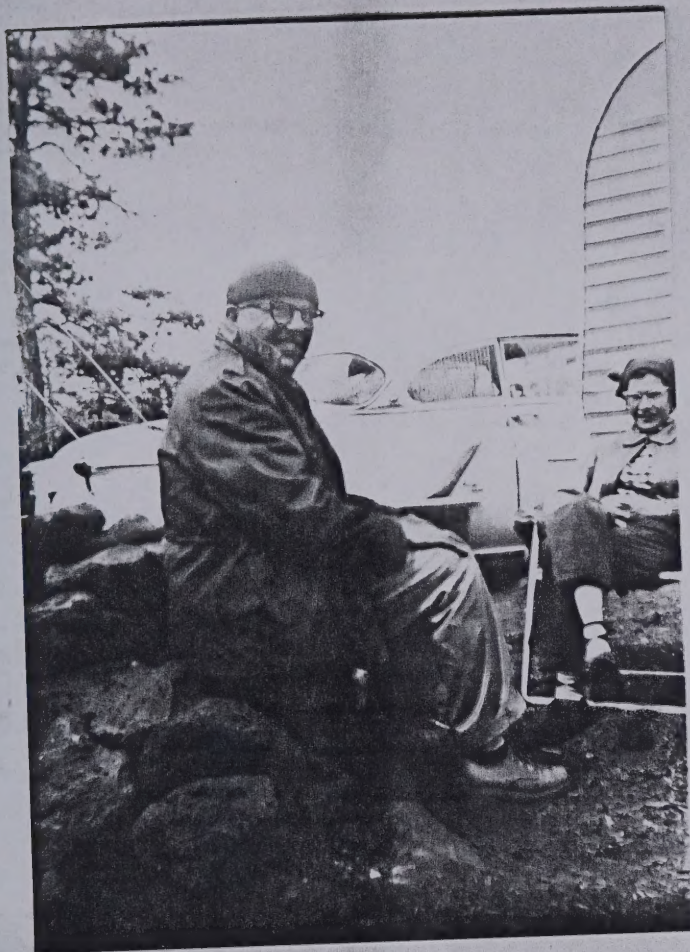
Jamie } Salisbury
 Raymond }
 Willie Lee }



Dave } Salisbury
Jan }
Summer 1961
Lake Ashurst
Flagstaff, Arizona

Dave }
Jan } Salisbury
Cindy }
Ray }
Randy } May 1961
Lake Ashurst
Flagstaff, Arizona

Have Neg



Howdy Pardners:

From the ole West, we send our wishes for a happy and joyous Holiday Season and hopes for a year of dreams come true.

It's been said that Variety is the Spice of Life, and variety is what we have. From our Island of Paradise, we've moved out to the ole West.

Our Wagon Train started moving way back in January, when we left Hawaii. Randy came down with the measles on the trail to San Francisco and Cindy when we reached town. But that didn't stop us from whooping and howling and having fun.

Two weeks later we hit the trail on down to L.A. We had a weeks rest with Ray's mother and pow-wow's with friends. Then we started our wheels onward to San Diego. Ray and Randy went to school there for awhile. Randy, who likes adventure, had the chicken-pox.

Time came to move on, so we packed up the wagon and spurred the horses on to Phoenix. Ray got into the act this time with Cindy and they had the chicken-pox on the trail. Got us a real nice three bedroom log cabin and settled down to Western living. Ray being a deadly shot has kept us supplied with rabbit, deer, and dove to live on.

Now that Cochise and many other brave Chiefs have passed on to the Happy Hunting Grounds, new Chiefs are needed. That's where Ray comes in. We're proud to announce that he's moved up from a 1st class warrior to a "Chief". He gets his rate in January. That'll make him a Chief ^{Recruiter} at the Navy's Phoenix office. ^{Electricians make}
^{Recruiting}

Randy goes to the little ole red school house. He's in the third grade and is doing swell. No kindergarden here, so Cindy took up the Modern form of Indian Dancing, called Tap Dancing to keep busy. She's having a ball.

Willie even went Western. She took up making her own bread. I'd even venture to say it's as good as any pioneer woman's. She really enjoys making it too.

The Sun's a setting and time has come to say farewell. Would sure like to get a message from all of you.

So long,

Ray, Willie, Randy and Cindy

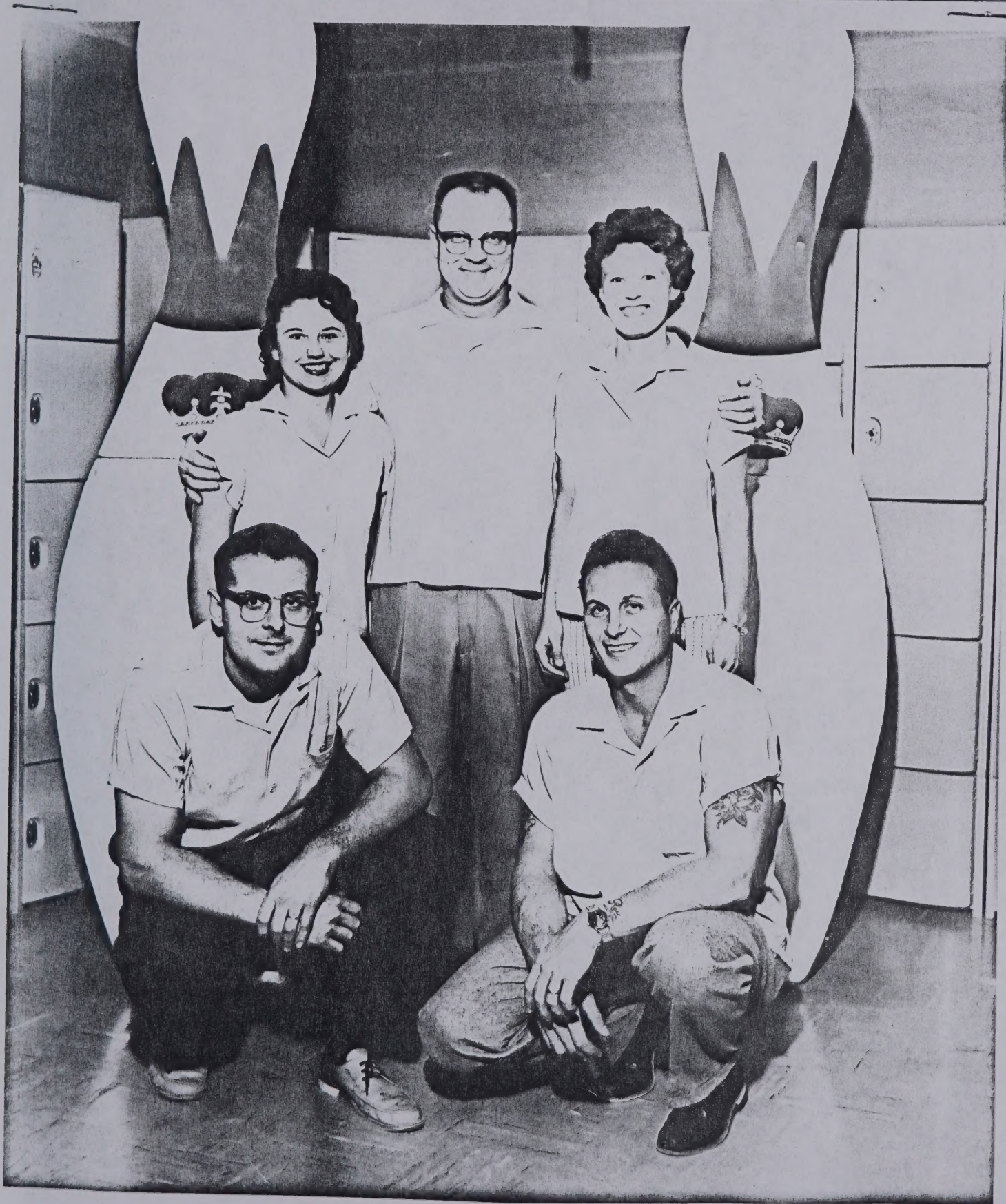
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22

1960 - 1961
Bowling - Lane Down Hiders



Bowlers
a new world of entertainment

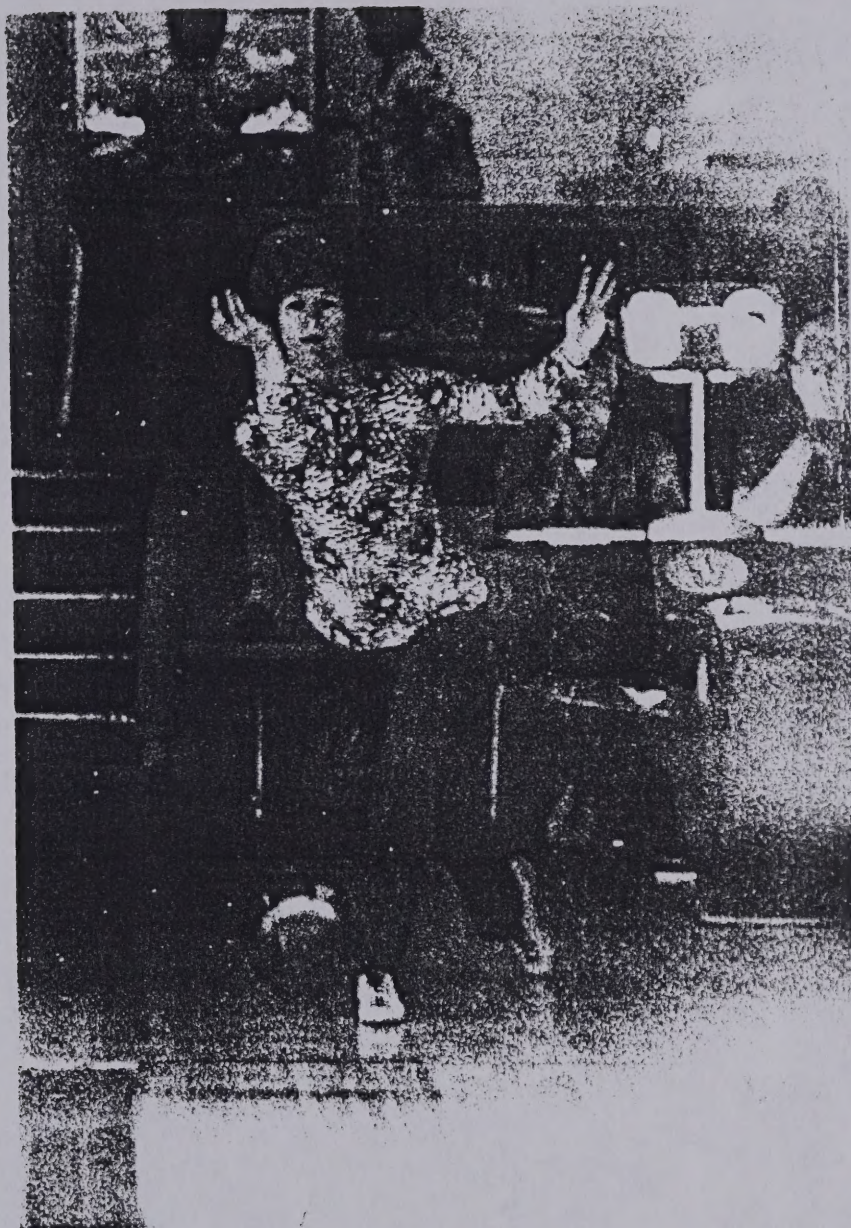
1960-61

Eddie Vogel
PHOTOGRAPHER

Dolores Hursky
Earl Hursky

Glenn

Willie Salisbury
Ray Salisbury



Santa's Letter Dept
Valley of the Sun
Christmas, 1961

Hello Ya All,

This last year has passed so quickly for us, and now the time has come to wish you and yours a Joyous Christmas and Happiness in the New Year, from your friend's in the "Golden West."

It's been a busy, fun, work filled year. Ray worked part time most of the year, He's done a lot of hunting and fishing and since we like the out of doors we got us a covered wagon (modern form, "15' Camp Trailer") for trips to visit with nature.

Willie loves fishing, and she's quite proud of her 5 trout she caught at Lake Ashhurst on our vacation. After Ray got his Buck (A three pointer) this year Willie thought she might try her luck at deer hunting, but backed out at the last minute, She said she just couldn't kill those little deer. Funny thing tho, she doesn't have any trouble eating the deer Ray got.

Randy's an old Pro at fishing, He has a lot to learn, but he still pulls the fish out of the water. He's in the fourth grade this year, and has more smarts than his parents.

Cindy gave up her Indian Dancing and started to school in September. What a little lady she's gotten to be. She had a very successful Plastic Surgery operation in January on her face to lighten and make smaller the scar she received from her accident in April of 1960.

We sold our log cabin we bought when we moved here, to get ready for Ray's orders which are due in April of sixty-two, But not before we enjoyed a summer in our swimming pool, That water sure felt good when the temperature hit 105 or 114.

Us cowgirls tamed those Wild Indians from last year down (as you can see from the picture) and made civilized men out of em ???? Ha!

Please send us a note about you and yours, Hope your Christmas is heavenly!

So Long Pardner's

Ray, Willie
Randy & Cindy

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WORLD

A UNITED WAY, INC. AGENCY
4614 Sunset Boulevard, Los Angeles 27, California

Volume 11 Number 3

OCTOBER, NOVEMBER, 1963

We Are Proud to Share this
Warm and Lovely Letter:

August 27, 1963

Dear Sirs:

Back in 1934, my son Raymond M. Salisbury, was in the Childrens Hospital for a mastoid operation on the left ear, a re-occurrence six months later on the same ear, it turned into spinal meningitis. I was told Raymond didn't have one chance in a thousand to live, it would be a matter of minutes. Dr. Moloney (the children called him "Baloney" and they loved him) was on the case. With God's will, Dr. Moloney "pulled" him through. It was told to me that it was the first case saved and would be written up in the Medical Journal. I don't know if it was, as I never saw the journal. At the time I wasn't financially able to pay and worked in the laundry there, to help defray the expenses.

Enclosed is a picture of Raymond. He is a Chief (E.M.) on the sub-marine U.S.S. Bream, and will be retired in three more years.

Enclosed is "an offering" to help someone else as Raymond was helped.

Sincerely,

Thekla F. Salisbury



Raymond M. Salisbury
Chief (E.M.) U.S.S. Bream

OCTOBER, NOVEMBER 1963

Math Class Scheduled

The next convening Mathematics Review and Refresher Course for advancement in rate study of for expected attendance at nuclear power school will begin Nov. 15 and continue until Dec. 10.

All personnel interested in attending this course contact Chief Salisbury, EMC(SS), School of the Boat Office, third deck Bldg. 139 or call 222-2451 for information and quotas.

11/10/54
1954

FF4-II/FC-7/or
1c50
Ser 00/ II49
29 Nov 1963

From: Commander Submarine Squadron Seven
To: Salisbury, Raymond Lerle, 507 97 74, LMCA(22), USN
Via: Commanding Officer, U.S.S. Bream (SS 243)

Subj: Commendation

1. During the Fall of 1963, while serving in U.S.S. Bream (SS 243) as Leading Electrician, you supervised emergency repairs to a main generator and other auxiliary power equipments which enabled the ship to continue it's assigned operations. Furthermore, you supervised the maintenance on all main power equipments, keeping them in excellent state of repair under adverse conditions, which materially contributed to Bream's conduct of an operation of great value to the Government of the United States.

2. Commander Submarine Squadron Seven takes pleasure in commending your outstanding leadership, professional skill and initiative which were in keeping with the highest traditions of the United States Naval Service.

Jim D. Miller

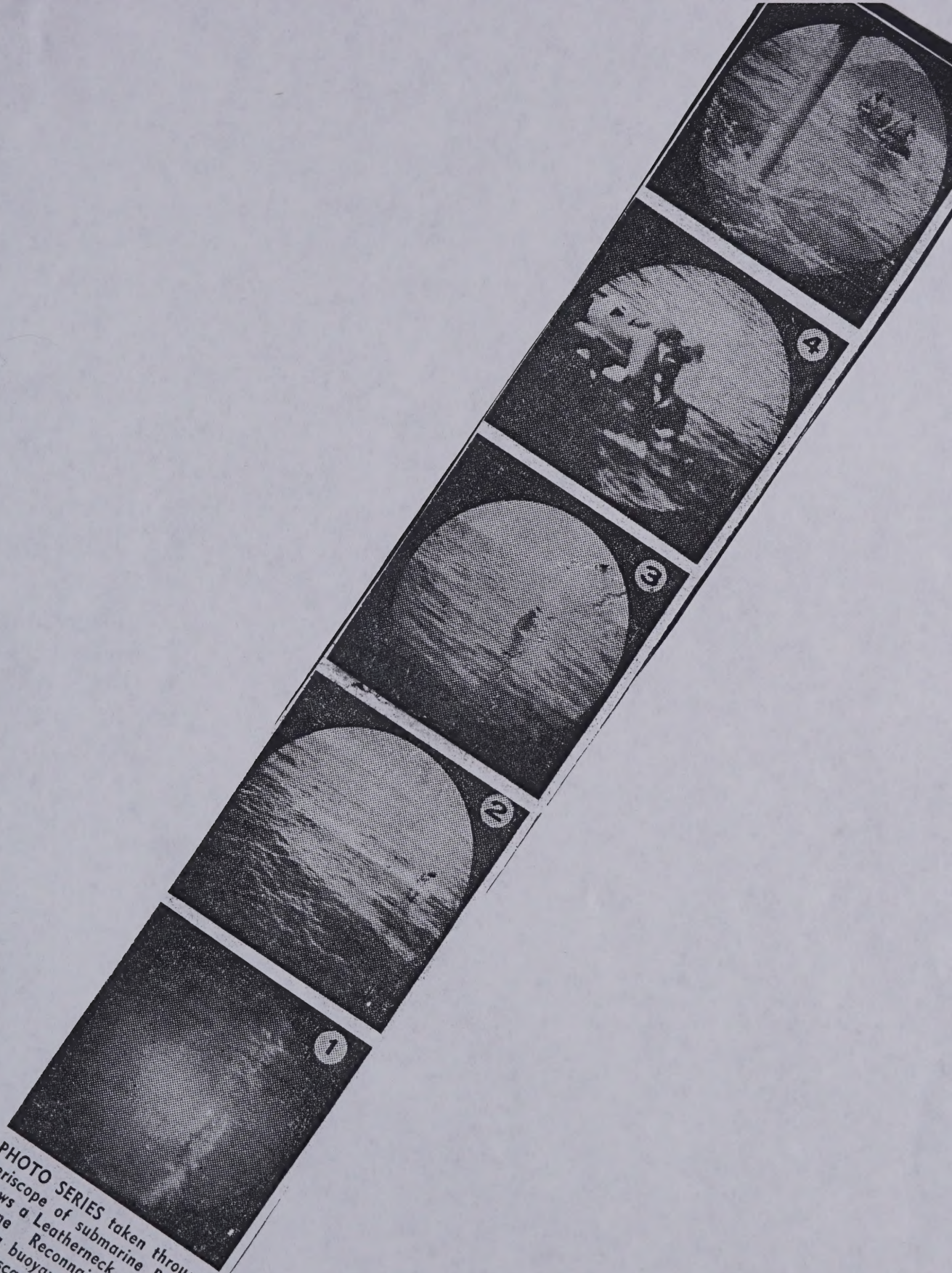
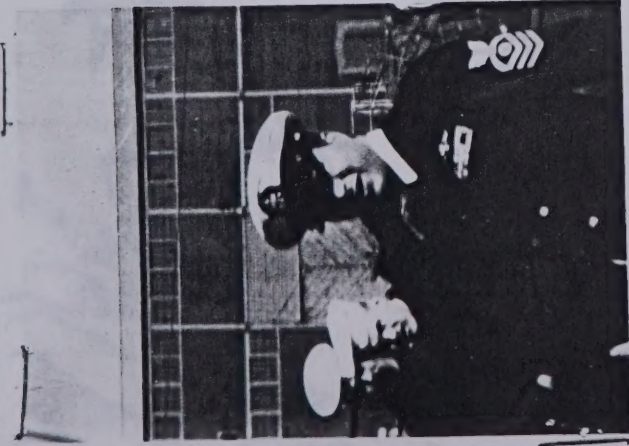


PHOTO SERIES taken through periscope of submarine Bream shows a Leatherneck of the 3d Marine Reconnaissance Co. making buoyant ascent out of sub's escape hatch. Photos were taken as 29 Marines made ascents off the island of Oahu as part of their advanced training.

Fall 1964

Raymond Merle Salisbury
in Manila

Ray stationed aboard the
USS Raton, AGSS-270
United States submarine



Ray Salisbury & Friends
Fall of 1964



Ray Salisbury →

Manila Tour

Ray Salisbury & Friends →



Bring the Broom
to the front
to meet the
new
mister
The new
mister

艦來迎御



米国潜水艦 グリーム号

(SS-243)

艦 歴

本艦はオ二次世界大戦中に建造されたフリーポートタイプ潜水艦を、その後対潜潜水艦に改造したものであります。本艦はコネチカット州グロトントンのエレクトリック・ボート会社で建造され、1944年1月24日就役しました。

本艦は、大戦末期に出来上つたにも拘らず、かなり多様な任務をもつて居り、前後5回に亘る出撃の間、敵の輸送船団を攻撃して貨物船1、潜水艦母艦1を撃沈した外数隻の艦船に打撃を与えたと同時に、本艦自身も数回に亘り航空機、水上艦艇からの激しい爆雷攻撃をうけて居ります。また戦争が終りに近づくにつれて、敵の輸送は少なくなり、他の米国潜水艦が行つたと同様、海上に墜落した連合軍の航空機乗員の救出作業に従事しました。終戦当時はサンフランシスコで解体修理を施行していましたが、終戦直後に予備艦隊に編入されました。5年半予備役に置かれてから、1951年6月5日再び現役に復帰し、14ヶ月間カリフォルニア州サンディエゴの艦隊水中探知学校の水中目標艦として使用されました。

1952年8月、サンフランシスコ海軍工廠に入渠、再度現役を解除されました。この入渠期間中にこの312フィートの潜水艦はフリート型から近代的な流線型の潜水艦に改造されました。この時の改造で潜航中でも空気を取入れ、ディーゼル機関を運転できるスノーケルが装備されました。更に司令塔が流線型になり、乗組員の居住のため特別な設備が施され、艦内の静かさを増すため特別の努力がはらわれました。また本艦の索敵警戒という新しい任務に相応するよう特別水中探知装置が施されました。

1953年9月、ブリーム号は再びサンディエゴで艦隊水中探知学校に於ける任務に就き、1954年8月まで指導訓練を続けました。その後、本艦はサンディエゴを出発、8日後真珠湾港に寄港してから、寒天候訓練航海のためアラスカに向いました。

1955年本艦はサンディエゴ地区に於ける定期訓練を実施、ハワイ海域に於ける拡大対潜演習に参加、同年9月定期解体修理のためサンフランシスコ海軍工廠に入渠しました。1956年2月本艦はハワイのバーン・ハーバーに移り、そこでオセチ潜水艦隊所屬オ72潜水艦隊に配属になりました。そこでこのブリーム号はバーンハーバーを母港として、各種の訓練を実施すると共に米国及び連合国の海上部隊、航空部隊、潜水艦部隊のために任務を遂行しながら、ハワイ海域に於ける地域的業務に従事しています。

本艦はまた屢々西太平洋に展開して米国オ7艦隊の一員として任務に就きました。この西太平洋に展開中、本艦は屢々日本、フィリピン、沖縄、香港その他の国の港に寄港します。これらの各種の任務は本艦の準備体制の強化に役立つと共に太平洋に於ける国防のオナーに於ける重要な一員たらしめています。

56



DOLPHIN WIVES' CLUB

This is to certify that

WILLIE SALISBURY

is an active member of the
DOLPHIN WIVES' CLUB Submarine Base
Pearl Harbor, Hawaii

Donald J. Salis
Membership Chairman

1961

56



DOLPHIN WIVES' CLUB

This is to certify that

WILLIE SALISBURY

is an active member of the
DOLPHIN WIVES' CLUB Submarine Base
Pearl Harbor, Hawaii

Donald J. Long
Membership Chairman

1962

56



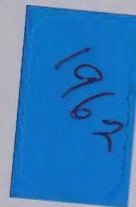
DOLPHIN WIVES' CLUB

This is to certify that

WILLIE SALISBURY

is an active member of the
DOLPHIN WIVES' CLUB Submarine Base
Pearl Harbor, Hawaii

Ronald J. McJohn
Membership Chairman



MODERN HULA STUDIO

Authentic Ancient and Modern Hula

HONOLULU



HAWAII

This is to Certify that

Willie L. Puuani Salisberry
has satisfactorily completed the Ancient and Modern Hula Course and is therefore
awarded this

DIPLOMA



In witness whereof, I have affixed my seal

and signature, this *Thirteen*

day of *December* 19 *63*

William V. Young
Instructor



June 1962
Willie Salisbury
Hawaii

-Lursky home in Honolulu Hawaii

June 1962

Willie Lee Salisbury
Honolulu, Hawaii

at the home of Dolores & Earle Gursky



Homeport San Diego

Dec. 1963

Welcome Aboard

SHIP'S HISTORY: U.S.S. RATON (AGSS 270)

The keel of RATON was laid 29 May 1942, by the Manitowoc Shipbuilding Company, Manitowoc, Wisconsin. She was launched 24 January 1943.

On June 13, 1943 she was placed in commission under the command of Lieutenant Commander J.W. DAVIS, USN.

Initial training of officers and men was conducted in Lake Michigan followed by a shakedown cruise to the Panama Canal Zone. RATON departed for Brisbane, Australia, on 19 September 1943, to join the U.S. Seventh Fleet on 16 October 1943.

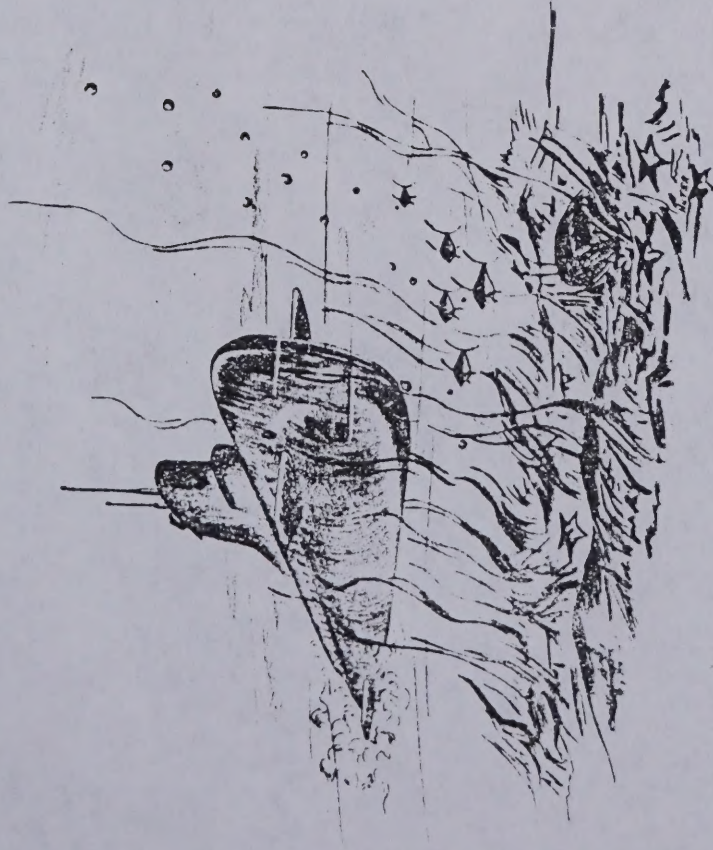
During World War II RATON made seven war patrols commanded by Lieutenant Commander J.W. DAVIS, USN and Lieutenant Commander M.W. SHEA, USN. Under the guidance of these capable officers RATON sank 22 ships and damaged 7 for a grand total of 167,000 tons of enemy shipping. For this fine work the RATON received two Navy Unit Citations.

In March 1950 RATON was decommissioned at New London, Connecticut and assigned to the New London Group, Atlantic Reserve Fleet. She remained there until 1952 when she was moved to Philadelphia for conversion to a Migraine III Radar Submarine.

RATON was recommissioned on 21 September 1953, under the command of Lieutenant Commander James K. WILLS, USN, and on 8 November 1953, RATON left the U. S. Naval Shipyard for Norfolk where she spent a period of training in Submarine Squadron SIX.

Upon completion of training in Norfolk, RATON was ordered to the West Coast for duty with the Pacific Fleet in Submarine Squadron Five. Enroute to San Diego, California, RATON trained in Guantanamo Bay, Cuba, and made visits to Santiago De Cuba, Cuba, Balboa, Panama Canal Zone and Acapulco, Mexico. RATON reported to Commander Submarine Division FIFTY THREE for duty on 7 March 1954.

Since joining the Pacific Fleet, RATON has participated in many assignments among which have been a tour of duty with COMFAIRWING FOUR in the Puget Sound Area, operations with the Canadian Navy and four six month tours in WESTPAC with the Seventh Fleet.



U.S.S. RATON (AGSS270)



CDR James K. WILLS, USN was relieved by LCDR John F. RILEY, USN in July 1955, who in turn was relieved by LCDR Robert WILLIAMSON, II, USN in July 1957. LCDR Henry E. HELPS took the helm in July of 1959 and will be relieved by LCDR Joseph TALAGO, Jr. in August of 1961. All reliefs took place while RATON was deployed to WESTPAC.

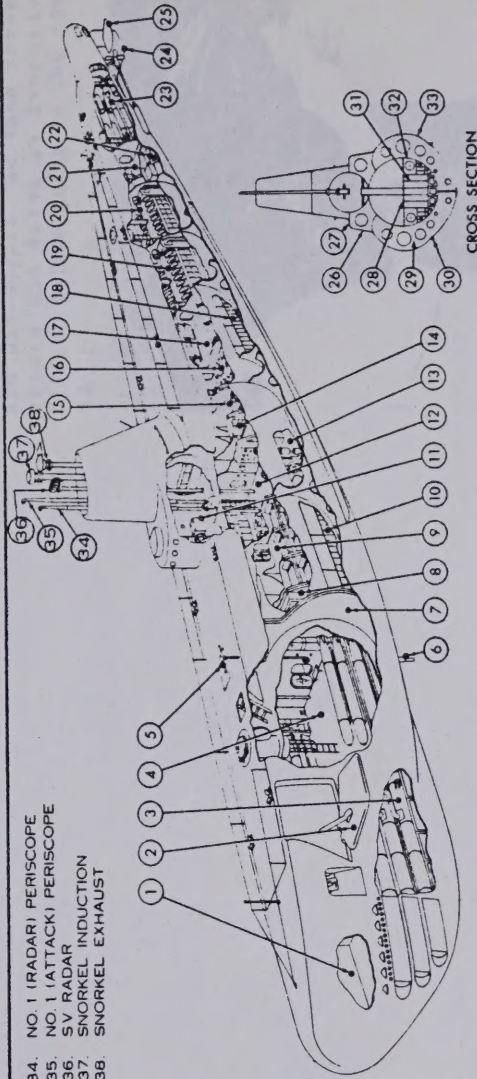
In July 1956, November 1958 and again in April 1961, RATON completed major overhauls at Mare Island and San Francisco Naval Shipyards. After the first overhaul, RATON made an interesting shakedown cruise which included ports of call at Balboa, Canal Zone, Guayaquil, Ecuador and Wreck Bay in the Galapagos Islands.

Until 1952 RATON was a general purpose Fleet Type Submarine; she was converted to a Radar Picket Submarine prior to recommissioning in September 1953; she served in that capacity until July 1960 at which time she was redesignated an Auxiliary Training Submarine, in which capacity she will serve for the remainder of her life.



STANDARD SUBMARINE COMPARTMENTATION

- 34. NO. 1 (RADAR) PERISCOPE
- 35. NO. 1 (ATTACK) PERISCOPE
- 36. SV. RADAR
- 37. SNORKEL INDUCTION
- 38. SNORKEL EXHAUST



- 1. BOW BUOYANCY TANK
- 2. BOW PLANE
- 3. SIX TORPEDO TUBES
- 4. FORWARD TORPEDO ROOM
- 5. JT SOUND HEAD
- 6. PITOMETER LOG
- 7. MAIN BALLAST TANK NO. 1
- 8. PANTRY
- 9. OFFICERS' QUARTERS
- 10. FORWARD BATTERY
- 11. CONNING TOWER
- 12. CONTROL ROOM

- 13. PUMP ROOM
- 14. RADIO ROOM
- 15. GALLEY
- 16. CREW'S MESS
- 17. CREW'S QUARTERS
- 18. AFTER BATTERY
- 19. FORWARD ENGINE ROOM (NO. 1 AND NO. 2 MAIN ENGINES)
- 20. AFTER ENGINE ROOM (NO. 3 AND NO. 4 MAIN ENGINES)
- 21. MANEUVERING ROOM
- 22. MOTOR ROOM (4 MAIN MOTORS)

- 23. AFTER TORPEDO ROOM (S)
- 24. RUDDER
- 25. STERN PLANE
- 26. SUPERSTRUCTURE
- 27. MAIN DECK
- 28. PLATFORM DECK
- 29. BALLAST TANKS
- 30. BILGE KEELS
- 31. BATTERIES
- 32. INNER HULL
- 33. OUTER HULL



THREE SUBMARINE SUPPORT FACILITY PERSONNEL REENLIST - Taking oath on Sept. 10, for four more years is from right: John S. Elvin, III, SN, from Petaluma, Calif.; Robert P. Stroud, FN, from Detroit, Mich., and William J. Harris, TMJ, from Santa Maria, Calif. Administering the oath is LCDR John S. McClure, Officer-in-Charge of the Submarine Support Facility.

USS Raton Gets New Skipper

Lieutenant Commander Douglas Thomas relieved Lieutenant Commander William Bourne as Commanding Officer of the USS Raton on Aug. 25, at the Ballast Point Submarine Pier.

LCDR Bourne has been ordered for duty to U.S. Naval Nuclear Weapons Training Center, Naval Air Station, North Island.

Prior to assuming command of Raton, LCDR Thomas was assigned to the Staff of Commandant, Thirteenth Naval District as Submarine Reserve Coordinator. He is a 1952 graduate of the Naval Academy. Prior to attending Submarine School he served in USS Electra (AKA4) and USS San Bernardino County (LST1110).

Following graduation he served aboard the USS Rock, USS Redfish and USS Bugara. He then served aboard USS Raton as Executive Officer before going to the 13ND duty.



CONGRATULATIONS are exchanged after the change of command ceremony where LCDR D.N. Thomas left, relieved LCDR W.D. Bourne as CO of USS Raton.

SUBMARINES OF

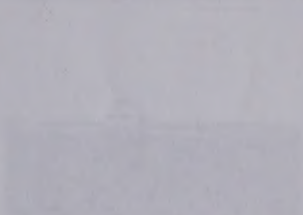


SSBN-598 *Scorpion*

The Navy's fleet ballistic missile submarines are the backbone of the nation's strategic nuclear deterrent. They are the only weapons capable of launching nuclear missiles from underwater, and they are the only weapons that can survive a nuclear attack and still be able to launch a retaliatory strike.

The fleet ballistic missile submarines are the only weapons that can survive a nuclear attack and still be able to launch a retaliatory strike.

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SSBN-598



SSBN-598



SSBN-598



SSBN-598



SSBN-598



SSBN-598



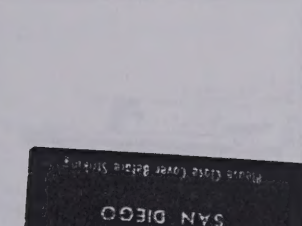
SSBN-598



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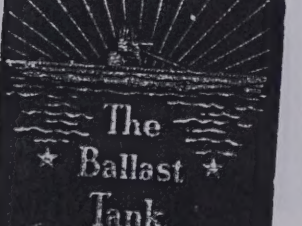
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SSBN-598



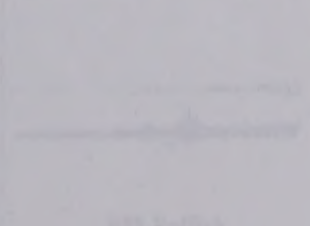
SSBN-598



SSBN-598



SSBN-598



SSBN-598

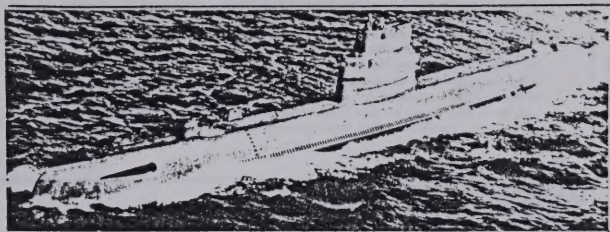
Please Close Cover Before Striking

SAN DIEGO
BALLAST POINT
Mess Closed
Commissioned Officers

224-5255

The
★ Ballast ★
Tank

Anchor

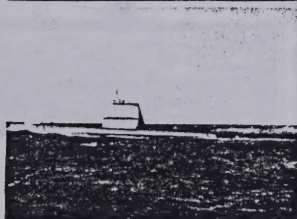
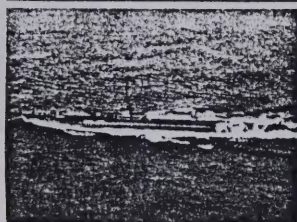
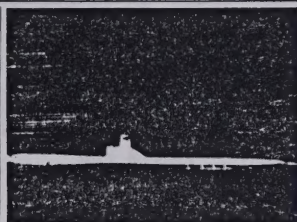
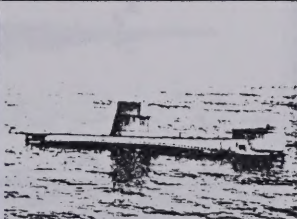
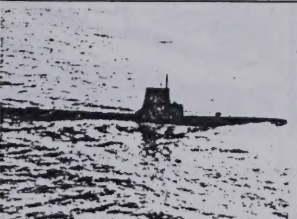
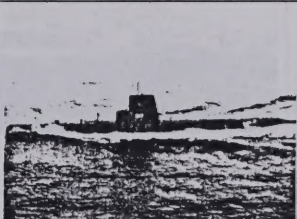
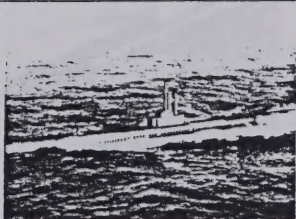
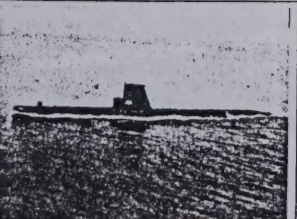
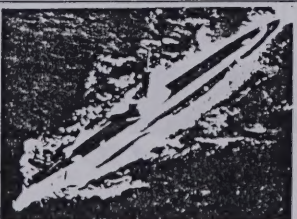
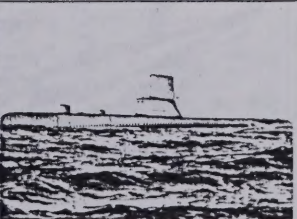
**USS Wahoo-Flagship**

SUBMARINES OF

Various types of submarines are on duty with the Pacific Fleet. The "Killer" type submarine designed to lay out at sea or along enemy coastlines; they "feel" their way underwater hunting enemy subs with their supersensitive noses crammed with advance sonar and other electronic devices. They are also equipped with torpedoes that "home" on their targets.

The Troop Carrier submarine with a large dome-like hanger on her after deck. It houses rubber rafts, landing craft and other gear for putting troops ashore.

The Radar Picket submarine. The watchdog of the Navy. Cruising at their lonely station off our shores these boats are equipped with sensitive radar and other listening and seeing devices capable of detecting and giving warning of the approach of enemy ships, aircraft or guided missiles.

**USS Cusk****USS Volador****USS Carbonero****USS Rasher****USS Tilefish****USS Pomodon****USS Spinax****USS Tunny****USS Remora****USS Bonita****USS Gudgeon****USS Catfish****USS Stickleback****USS Bashaw****USS Menhaden****USS Queenfish****USS Greenfish****USS Sea Fox****USS Razorback****USS Redfish**

THE PACIFIC FLEET

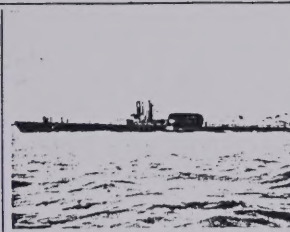


Fast Attack submarines. With the exception of the Atomic Powered Submarines, the Fast Attack subs are among the worlds most advanced. Snorkel Submarines. These subs can operate on their diesel engines while submerged. They are equipped with a retractable "breathing" tube. A number of fleet type submarines were modernized and equipped with snorkels during the Navy's post war conversion program.

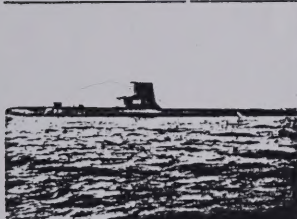
Guided Missile Submarines. The Navy's newest warhead. Capable of carrying a supersonic guided missile with an atomic warhead, this submarine is the undersea weapon of the future. Combined with the atomic propulsion system the guided missile boat will be one of the most incredible and efficient weapon systems ever to be devised.



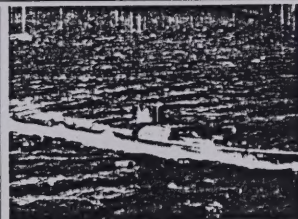
USS Bluegill



USS Perch



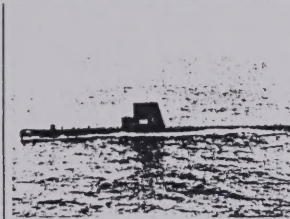
USS Ronquil



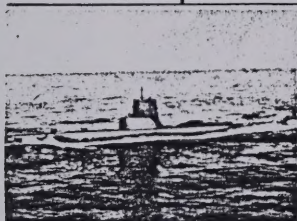
USS Sabalo



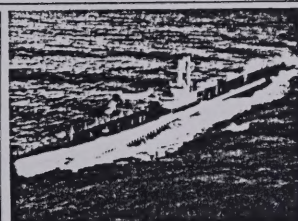
USS Diodon



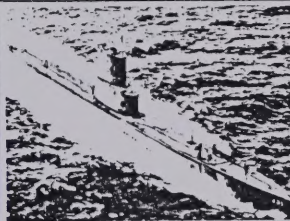
USS Blackfin



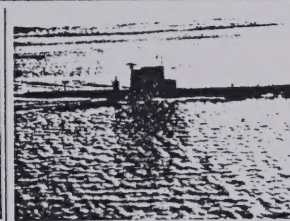
USS Pomfret



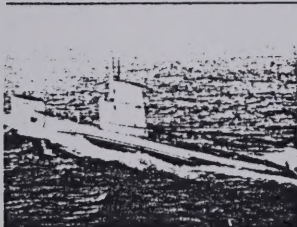
USS Besugo



USS Bugara



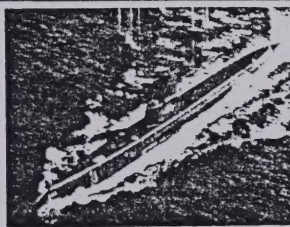
USS Raton



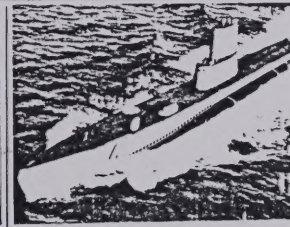
USS Bass



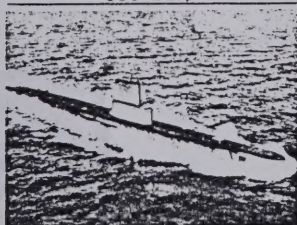
USS Segundo



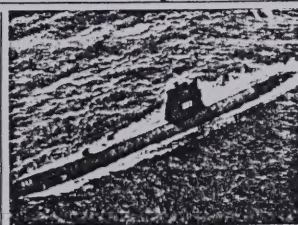
USS Pickerel



USS Carp



USS Bream



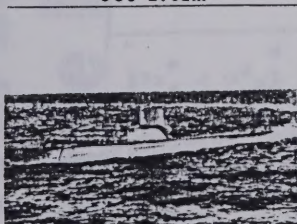
USS Tang



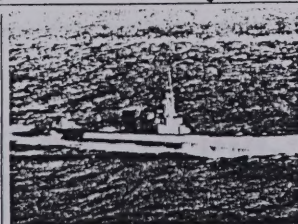
USS Rock



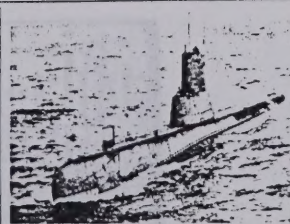
USS Charr



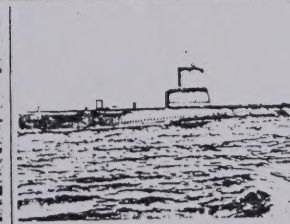
USS Sterlet



USS Baya



USS Tiru



USS Caiman

APPROVED IN NOVEMBER

874 EM Will Join Fleet Reserve List

OCTOBER T
 ADRC Oxendine William
 ADRC Simms Charles H
 ADRC Ward Kenneth H
 AECS DiPreto Frank R
 AE2 Stefanowicz C J
 AKC Morgan William L
 AMCS Hair Robert D
 AMS1 Wilson Stanley O
 AOCA Waddell Walter A
 APCA Pritchett Russell
 AICA Lutzstrom Gustaf G
 AX1 Short Robert D
 BM1 Horne Donis
 BM1 Jones Marshall F
 BM1 Kobilinski Walter W
 BM1 Lege Lloyd J
 BM2 Archer James V
 BM2 Beattie Richard T
 BM2 Capps Cecil I
 BM2 Cnialak Eddie D
 BM2 Johnson James L
 BM2 Johnson James L
 BM2 Johnson James L
 BTC Funderburk Fred C
 BTC Bobo John P
 BTC Gonzales Charles T
 BTCA Hifson Troy G
 BT1 Gill Gilbert Jr
 BT1 Phillips Geza
 BUCS Consolver William C
 CM1 Couch Charles W
 CSCA Carpenter Walter L
 CS1 Grunwald Robert G
 CS1 Harris Robert C
 CS1 Morris Robert C
 CS2 Roma Daniel M
 CS2 Walker James H
 CS3 Paquette Norman
 DK1 Barbee Robert W Jr
 EMCS Kozlowski Thomas
 EMCS Watkins Charles
 EMCS Salisbury Raymond
 EMC Thompson Frank F
 EM1 Fitzwater Conway B
 ENCS Luke Robert S

STATE POLICE HAD GLAMOROUS ORIGIN

Formed to Arrest Murietta Gang

By JIM CRANE

Herald-Examiner Staff Writer

Glamorous events of early California history surround the origin of the California State Police, a little-known law enforcement unit which today patrols and protects state properties throughout California.

In May, 1853, the state senate passed a bill "to organize a company of 25 horsemen, well-armed and equipped, to traverse Mariposa County and other counties for the purpose of arresting Joaquin Murietta and his associate robbers."

This was the first record of a state police force. Following the senate's in-

structions, the California State Rangers, as they were then known, "traversed Mariposa County" and rounded up Murietta and his bandit gang after a bloody battle at the Arroyo Cantina in July, 1853.

The force then apparently disbanded, and the next record of state police came in 1885, when the Legislature passed a bill to appoint two special policemen for the State Capitol grounds.

Today the State Police is made up of eight units, guarding properties owned by the state in Los Angeles, Sacramento, San Francisco, San Diego, San Bernardino, Stockton, Fresno and Oroville.

The force consists of 133 officers, headed by Capt. Philip F. Sheehan in Sacramento. Unit Commander in Los Angeles is Sgt. Charles A. Hughes.

It is the duty of these men to protect the vast properties owned by the state, including office buildings, condemned properties along future freeway routes, certain recreational facilities (such as the Los Angeles Coliseum and Exposition Park), and other lands and buildings.

Small as it is, this force handles about 7500 actions a year, covering a wide variety of duties which require versatility and efficiency in law enforcement activities.



—Herald-Examiner Photo

OFFICERS R. M. SALISBURY AND D. J. BLACK AT MAP



—Herald-Examiner Photo

OFFICERS R. M. SALISBURY AND D. J. BLACK AT MAP
They are with State Police Park Patrol in Los Angeles

Outlaw 'Inspired' Police

By JIM CRANE
Herald-Examiner Staff Writer

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State Police Realigned, 5 Sergeants Appointed

The 142-man California State Police is undergoing a reorganization designed to increase its mobility, improve communications, and give the officers a better margin of safety while walking their lonely rounds.

A Department of General Services management planning survey, which is being acted upon, recommended: 1) eliminating most stationary watches in favor of more walking beats, combined with 2) equipping all beat men with either short-range radio paging units or longer-range two-way walkie-talkies, 3) increasing the level of supervision by the appointment of five more sergeants, for a total of 15, 4) decreasing the number of personnel slightly (which has already been effected through normal attrition, and 5) requesting the State Personnel Board for the new class of lieutenant to strengthen the line of supervision.

SECURITY

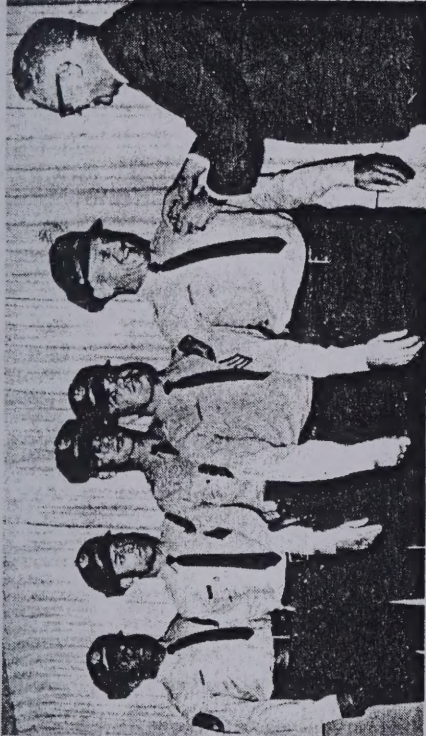
The state police are charged with maintaining security in state buildings and on state grounds in Sacramento, the San Francisco Bay Area and Southern California. If the SPB plays the new class, at its July hearing, lieutenants, selected by examination, will be assigned to each of the three areas.

The new sergeants have already been named from the eligible list. They are Howard Becker, Edward Boggs, Victor Dale, Robert Kessler and Harold Love. Becker is a retired career navy man. He will remain in Los Angeles.

Boggs join the Sacramento unit of the force in 1964 after completing 23 years with the U.S. Air Force, where his decorations included the Silver Star. He and his family will move to Oakland. Dale is a former San Quentin correctional officer who joined the San Francisco unit in 1960.

Kessler served 22 years with the

Promotions Earned



THREE-STRIPEES — General Services Director Robert L. Harkness pins a new badge on Robert Kessler, who like his four colleagues pictured has been promoted to sergeant, California State Police. The others (l. to r.) are Harold Love, Edward

Boggs, Howard Becker and Victor Dale. Building maintenance and protection, in whose jurisdiction the state police operate, is one of many functions that operate under the control of the Department of General Services.

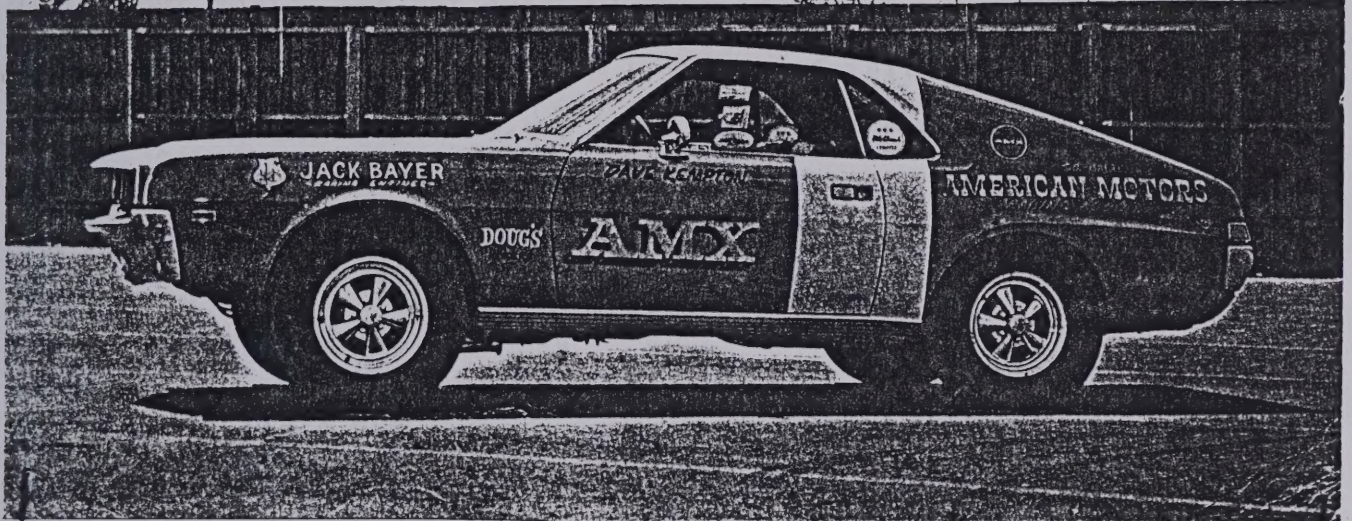
CHAMPION

Love, a former security officer for the County of Los Angeles, joined the force in 1962. An ardent physical culturist, he recently set three world weightlifting records: 605 pounds from a full squat, 425 bench press, and the total of 1030 for the two lifts. He will move to Los Angeles.

Raymond S. Long, DGS assistant director, said the simultaneous appointment of five sergeants is more promotions to that position than have been made in the last 10 years.



DAVE KEMPTON, Driver



**DAVE KEMPTON'S AMX
SUPER STOCK
AUTOMATIC DRAG RACER**

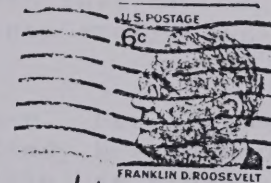
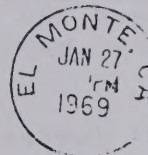
FACTS & SPECIFICATIONS

3 wh 114.74 12.32 2 go
PERFORMANCE 1/4 MILE: 114.08 in 12.32 seconds.
ENGINE: 390 CID V8 developing 400 hp, plus; 10.4 to 1 compression ratio with stock block, crankshaft, heads, valves, bore and stroke, ignition and 4:44 rear end gears. **CAM:** Clay Smith. **MANIFOLD:** Edelbrock. **CARBURETOR:** AFB Carter. **RINGS & PISTONS:** Venolia. **HEADERS:** by Doug. **TRANSMISSION:** B & M Borg Warner automatic. **TIRES:** Goodyear Racing Slicks. **WHEELS:** Cragar. Engine, Chassis and Tune-up by Jack Bayer; Machine Work by Evans Speed Shop.

SPONSORED BY THE AMERICAN MOTORS DEALERS OF SOUTHERN CALIFORNIA.

DAVE KEMPTON, Driver

*Know this Big Racer? We
we will be at Carlsbad March 23
Try to see us.*



*903 Vista Grande
92020*
POST CARD
ADDRESS

*Roy Salisbury
8314 San Carlos Dr.
San Diego, Calif.*

*815 Grant Ave
El Cajon, Calif.*

92020

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Christmas 1967

Christmas Greetings,

All five of us Salisburys want to wish you a very Merry Christmas, and happiness in the New Year.

We pray you and yours are well, and everything is going fine for you. It would be very nice to hear from you.

Although Ray retired from the Navy in February of 1966, our moving was not over. His new job took us to Los Angeles, where we lived at Saugus. It was an interesting stay, but we were all delighted when we moved our furniture back to our home in San Diego this past June. After spending the summer at Rays Mothers in L.A., Rays job transfer came through in September.

In October we sold our house, so we could build the home we have been dreaming of for so many years. We bought an acre of land east of El Cajon, and the house is now being built. We hope there will be no reason for us to have to move again, once we get into our new home.

Right after Karens first birthday in March we went to court where the judge made Karens adoption legal. We feel we have really been blessed with a wonderful daughter. Karen is blonde with lovely brown eyes. She looks a lot like Ray. Randy and Cynthia think she's something special, and Karen is crazy about her brother and sister. She has a mouth full of teeth, walks and runs, talks pretty good, and is into everything. like most babies her age.

Cynthia went back to a private school this year. Her teacher has really helped her to catch up. Of course Cindy has worked hard too. Next year she will start to Jr. High. She has grown into a lovely young lady. Maybe we are prejudice, but we refuse to admit it. HA HA

Randy is in the tenth grade, and in his first year of High School. He has grown too. From his 5 feet 8½ inches, he looks down on his Mother, pats her on the head, and says, "HI SHORTIE". He thinks this is great sport. We have all been pretty healthy this past year, but Randy did have to carry a cast around for awhile. He broke his arm in wrestling during Gym at School.

Back in January we got us a new dog, who we call Duchess. She's a Samoyed, big, white and beautiful. When we first brought her home, she was like a snowball. So soft and furry. The only contrast was her little black nose and brown eyes. Karen and Duchess get along great together.

We hope your Holiday Season is the best ever, and you can spend this time with your loved ones.

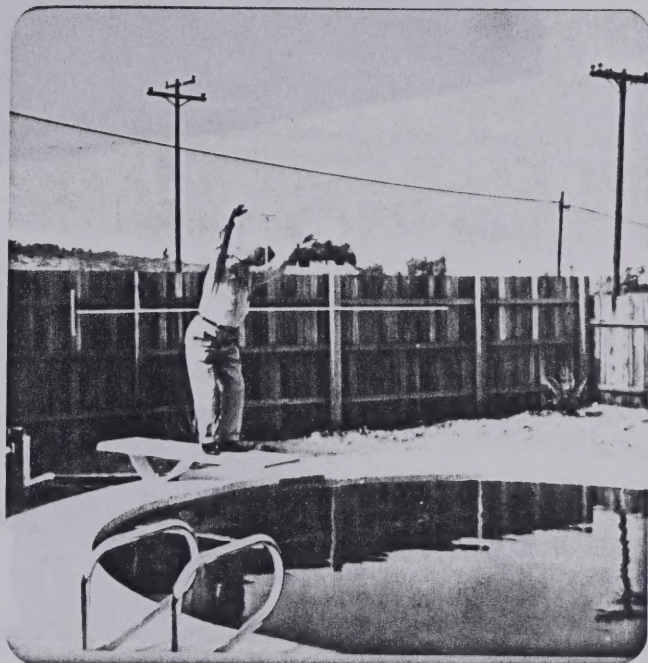
Our best wishes,



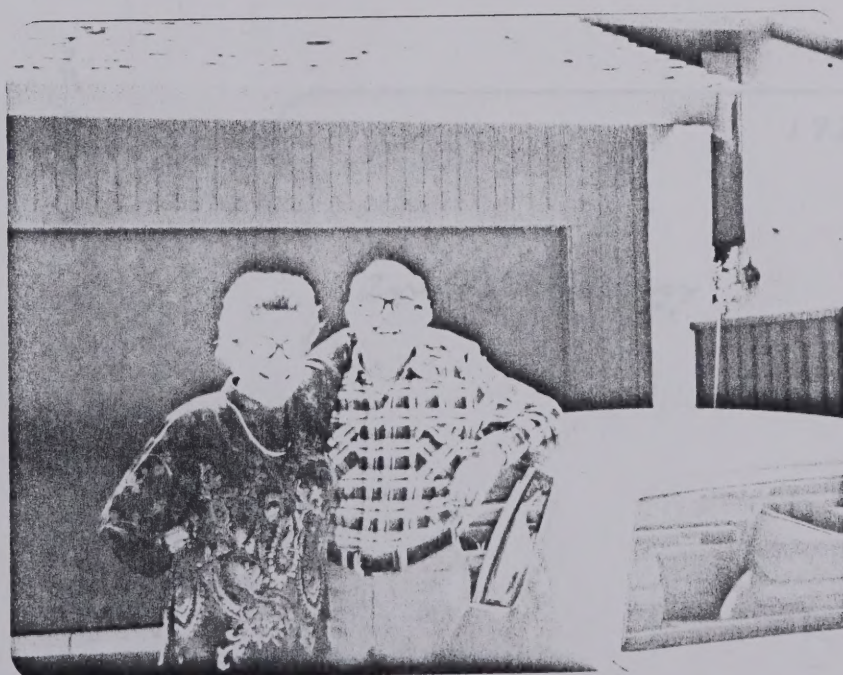
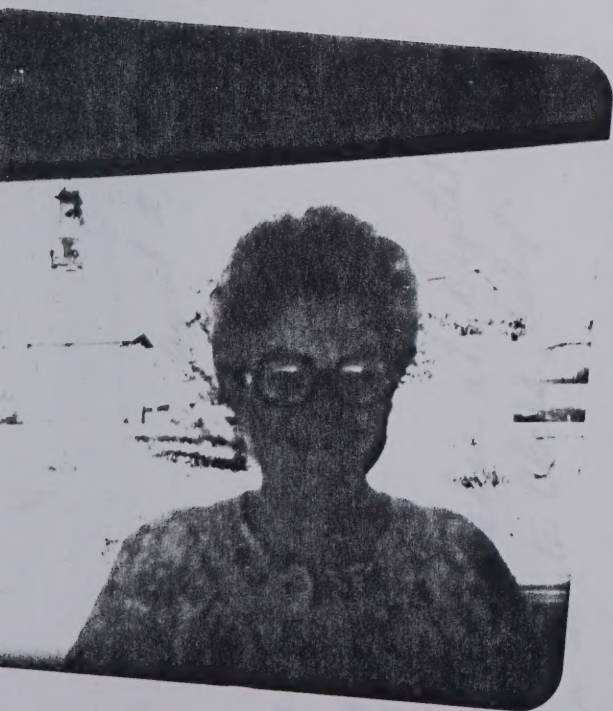
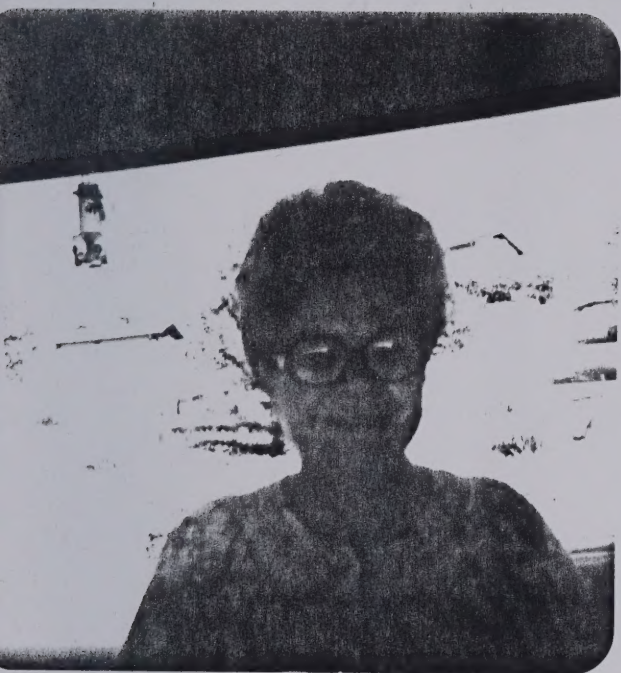
12/1968

Karen
&
Dave

903 Vista Grande Rd
El Cajon, Calif 92020



Dave



Jan Salisbury

1980

David Salisbury
Jan Salisbury

1980

April 2, 1980

David Morle Salisbury
Jan Salisbury

Picture taken at Digital Art.
in Santa Clara, Calif.

#20

Jan Salisbury

1980

THIS CERTIFIES

THAT WILLIE SALISBURY
HAS SATISFACTORILY COMPLETED THE
IBM KEYPUNCH COURSE

AMERICAN BUSINESS COLLEGE

5/17/68

DATE

Robert C. Bresnahan
DIRECTOR

INFORMATION RELATIVE TO THE QUALIFICATIONS OF THE PERSON TO
WHOM THIS CARD IS ISSUED MAY BE OBTAINED BY THE PROSPECTIVE
EMPLOYER FROM AMERICAN BUSINESS COLLEGE IF DESIRED.

Grade 90% = A = Excellent
Trained on 024-026-029-056

AMERICAN BUSINESS COLLEGE

5952 EL CAJON BOULEVARD
SAN DIEGO, CALIFORNIA



582-1319

ROBERT C. BRESNAHAN
DIRECTOR

(Handwritten, please)

REES-STEALY MEDICAL CLINIC
APPLICATION FOR EMPLOYMENT

POSITION DESIRED Key Punch Operator DATE Feb 11, 1968
NAME Mrs. Willie Lee Salisbury BIRTHDATE 11-19-31 HEIGHT 5'4 1/2" WEIGHT 125
ADDRESS 903 Vista Grande Rd, El Cajon, Cal. 92020 PHONE 447-2257
MARITAL STATUS M CHILDREN 3 AGES 3, 13, 16 OTHER DEPENDENTS _____
SPOUSE'S NAME Raymond M Salisbury SPOUSE'S OCCUPATION Calif. State Police Officer

EDUCATION:	Name	City	Grade completed
HIGH SCHOOL	<u>SAN Diego High School</u>	<u>SAN Diego</u>	<u>12</u>
COLLEGE	_____	_____	_____
OTHER	<u>AMERICAN BUSINESS College</u>	<u>5950 El Cajon Blvd. S.D.</u>	<u>Trained on the O24, O26, O29, Numeric & Alphabetic Grade - 90% = A</u>
CITIZENSHIP	<u>yes</u>	_____	_____

EMPLOYED BY Mercy Hospital FROM Sept. 1968 TO now Position held ENCODER
ADDRESS 474 Ave, SAN Diego, Calif.

REASON FOR TERMINATION _____

EMPLOYED BY _____ FROM _____ TO _____ Position held _____
ADDRESS _____

REASON FOR TERMINATION _____

EMPLOYED BY _____ FROM _____ TO _____ Position held _____
ADDRESS _____

REASON FOR TERMINATION _____

HEALTH STATUS Excellent DATE AVAILABLE Weeks Notice

REFERENCES:

1. MR & MRS. EARL CURSKY - Eldridge 583-6542
2. MR & MRS. ROBERT RICHARDSON - 1970 Euclid, El Cajon 444-6670
3. MR & MRS. ROBERT PHILLIPS - 3825 PAMELO LN. SAN Diego 279-3403

REMARKS _____

INTERVIEWED BY _____

CERTIFICATE OF PROFICIENCY **In Typing and/or Shorthand**

Form Approved
 Bureau of Budget No. 50-R324.1

NAME OF STUDENT Willie Lee Salisbury DATE OF BIRTH 11/19/31
(First Name) (Initial) (Last Name)

STREET ADDRESS 903 Vista Grande CITY AND STATE El Cajon, Calif. 92020

NAME OF SCHOOL American Business College ADDRESS OF SCHOOL 5952 El Cajon Blvd.

This certifies that the above named person is taking or has satisfactorily completed a specialized course in typing and/or shorthand and has demonstrated proficiency in typing and/or shorthand as checked below on unfamiliar and continuous material, with errors determined by the scoring method used in the assignment of class grades.

SIGNATURE OF CERTIFYING OFFICIAL

TITLE

☒ TYPING ONLY

Instructor

☐ SHORTHAND ONLY

☐ TYPING AND SHORTHAND

	DATE OF TEST	LENGTH OF TEST	GROSS WORDS TYPED/MIN. *	RATE OF DICTATION	TOTAL NUMBER OF ERRORS	PERCENT OF ERROR **
TYPING	3/8/68	5 MIN	205/41 WPM		0	
SHORTHAND		MIN		WPM		

* The total number of words typed, divided by the number of minutes, with no deduction for errors.

** The total number of errors divided by the total number of words dictated. (The total number of words is the length of test in minutes times number of words dictated per minute.) The percent of error need not be computed when the dictation was given at 80 wpm for 3 minutes.

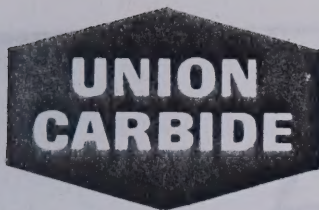
NOTE

This certificate, when filed, becomes a part of the student's application.

UNITED STATES CIVIL SERVICE COMMISSION

PUNCHED CARD a stiff paper card on which holes can be punched according to a particular pattern that can be read by a computer. In the 1960s, punched cards were the dominant way of feeding programs into computers, but they have now been replaced by interactive terminals. Standard punched cards were $7\frac{1}{8}$ inches long and $3\frac{1}{4}$ inches high, with 80 columns and 12 rows. The pattern of holes in each column represented one character.

The use of punched cards for data processing actually preceded the invention of the computer by more than 50 years. Hermann Hollerith realized that it took several years to process data from the 1880 census. He figured that, unless a faster method was found, the U.S. Census Bureau would still be working on the results from the 1890 census when it came time to start the 1900 census. Hollerith developed a system in which census data were punched on cards, and machines were used to sort and tabulate the cards. Even earlier, in 1801, a system of punched cards was used to direct the weaving pattern on the automatic Jacquard loom in France.



GEMS & STATIC

Vol. 1 No. 8

Published for Electronic Division Employees
San Diego, California

December 1969

SEASONS

GREETINGS



CHRISTMAS 1969

Hark! The herald angels sing...glory to the Newborn King.

Classically, Christmas brings a spirit of the new, of birth, a promise for the future.

The current political, social and financial climates are trying. But during this Season we can move closer to our families and friends, retreat a bit from the troubled world, and look with renewed thoughts to 1970.

I hope you all have a Merry Christmas and a fulfilling New Year.

Ward F. Moore

W. F. Moore,
Vice President



WORKMEN'S SAFETY COMMITTEE

Adis Scott, Chairman of the Workmen's Safety Committee, works in Central Administration where he is an Electrician, leadman. We interviewed Adis this month to find out more about the Workmen's Safety Committee.

The committee is composed of hourly employees and its function is to inform the General Safety Committee of unsafe working conditions and habits.

The committee meets at 10:00 a.m. the third Tuesday of every month. At this meeting the committee members discuss unsafe conditions that exist in their areas and make recommendations of how to correct them. Members also discuss the means for developing safer working habits.

Adis said, "If any employee has any suggestions or knowledge of unsafe working conditions they should contact any of the following representatives:

Adis Scott - Central Administration
Linda Oeffner - Semiconductors
Sharon Gittings - Semiconductors
Stephanie Hoisington - Semiconductors
Linda Kennedy - Semiconductors
Brian Wall - Crystal Products
Ray Deuel - Crystal Products
Julia Wenckus - Crystal Products



TIMELY BULLETIN BOARDS

Help keep out bulletin boards attractive, neat and up-to-date!! Follow the established procedure for posting messages---

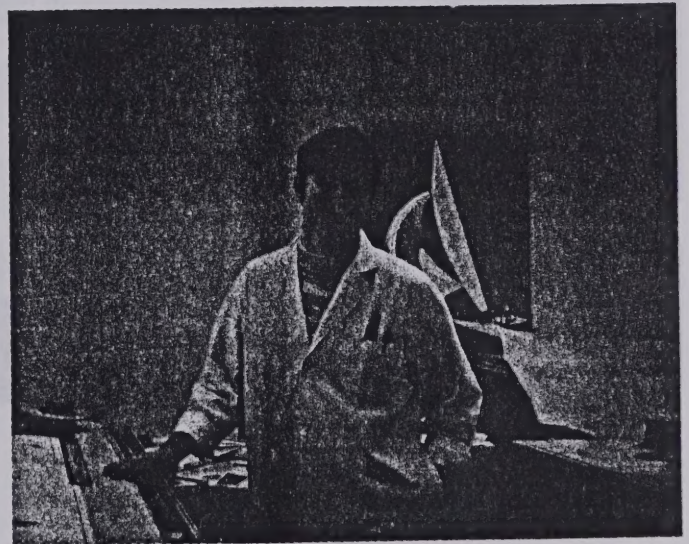
1. All items must have a posting date and a takedown date written in the upper right hand corner. In this way, our bulletin boards will be kept up-to-date and timely.

Before posting an item, submit it to the person in charge for approval, and avoid the embarrassment of a breach in company policy.

3. All ads should be printed or typed on 3 x 5 cards.

Your cooperation will be greatly appreciated and should result in a useful rather than an outdated bulletin board!!

* * * * *



FRONT PAGE ARTIST

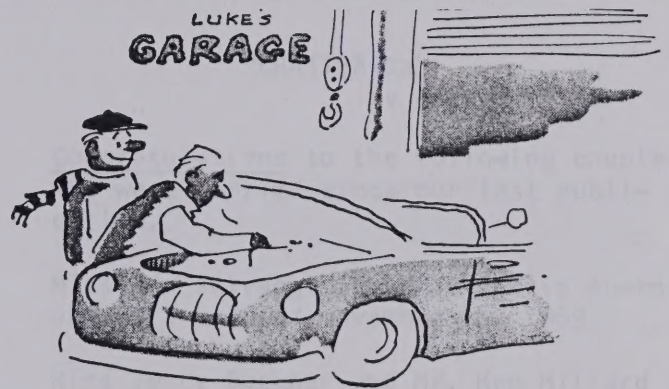
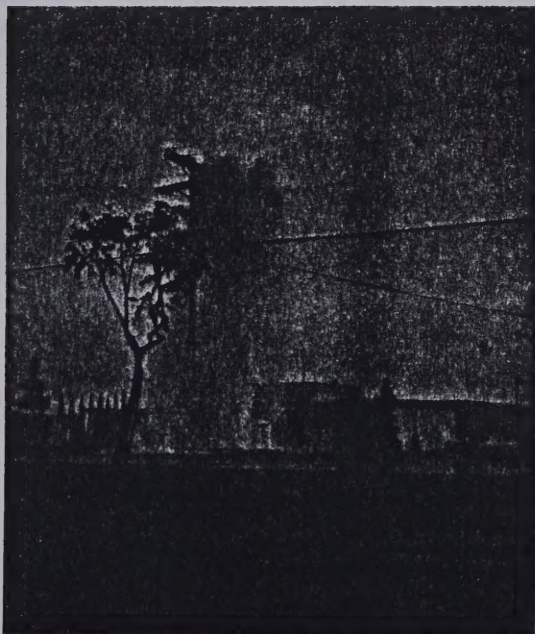
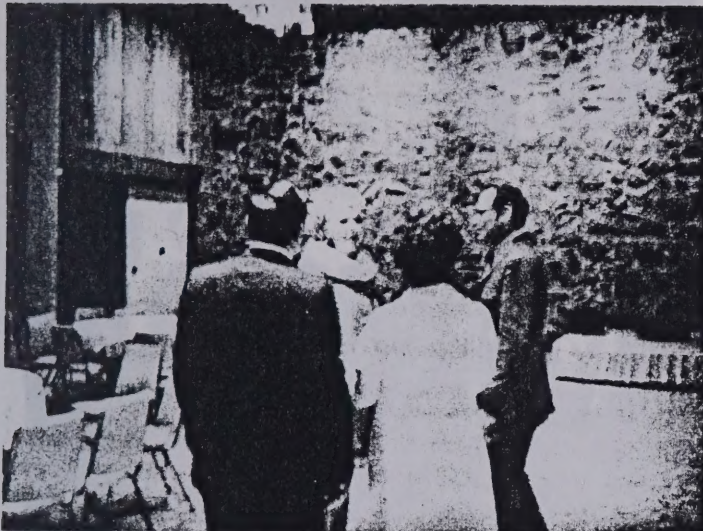
Steve Skinner, from our Crystal Products Department is the contributing artist who did the artwork on our front page.

Steve, who likes to draw as a hobby, especially likes to do cartoons which we hope to feature in coming editions.

We would like to encourage all talented employees to contribute artwork and articles, as this newspaper is written for the employees.

CHRISTMAS AT U.C.C., SAN DIEGO





Tune-up

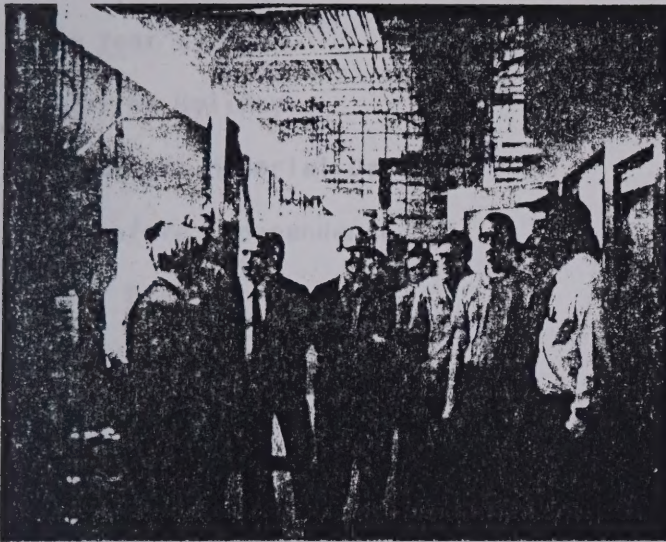


Tune-up



gerry marcus

HAVE A HAPPY HOLIDAY -- DRIVE CAREFULLY!



ENGINEERING STUDENTS VISIT U.C.C.

On December 9th and 11th, U.C.C. San Diego was pleased to have 24 college students tour its Crystal Products Department facilities. Mr. Peter Weilder acted as host and tour guide.

The department of Mechanical Engineering at San Diego State College offers a course in Manufacturing Processes. This course, organized to acquaint engineering design students with a variety of manufacturing methods and materials, devotes a portion of its time to visitations at pertinent local industries.

It was felt a tour of a modern electronics firm where crystals are grown and fabricated into circuits would be of considerable value to the members of the class.

TURKEY RAFFLE

A bit of Pre-Christmas spirit and excitement was on hand Friday, December 19th, when over 100 turkeys were raffled off during the day.

Every employee's name was placed in a box and names were drawn at random every hour on the hour and announced over the P.A. system. Everyone's attention was directed toward the P.A. as they listened to hear if they were one of the lucky winners!!

The turkeys were compliments of U.C.C., San Diego.

CHRISTMAS TREES DONATED

This year's Christmas trees were donated to the Salvation Army's Door of Hope. The Door of Hope which is located on Ketter Villa Road is a home for women and their children who are in need of a place to live. The children are placed in their homes.

"CHATTERBOX"

by Cheryl Miller

Congratulations to the following couples who were married since our last publication.

Miss Ann Selvaggi and Mr. Phillip Ahern who were married November 26, 1969.

Miss Jerry Buckner and Mr. Ken Millard who were married November 28, 1969.

Miss Cheryl Julian and Mr. Donald Hollingshead who were married on November 29, 1969.

Miss Linda Everett and Mr. Tomy Snyder who were married on November 29, 1969.

We also want to congratulate Mr. and Mrs. Olof Lindberg who are the proud parents of a baby boy, their sixth child.



"Here's what you brought me last year - when I said 'Oh, just bring me something to play with'."

1970 HOLIDAY SCHEDULE *

New Year's Day	January 1st	Thursday
Floating Holiday	March 23rd	Monday
Day before Memorial Day	May 29th	Friday
Day before Independence Day	July 3rd	Friday
Labor Day	September 7th	Monday
Thanksgiving Day	November 26th	Thursday
Day after Thanksgiving Day	November 27th	Friday
Day before Christmas	December 24th	Thursday
Christmas Day	December 25th	Friday

* Please note that we are open and you will be expected to report to work on January 2, 1970.



Jack Hoobler won 1st, 3rd, 4th and 5th prizes in the Christmas CERA Poster Contest. Jack works in Crystal Products as a Technician.



Barbara Steckler won 2nd prize in the Christmas CERA Poster Contest. Barbara works in Semiconductors as a Material Processor.



ACCIDENT BOX SCORE

Semiconductor - 14 Accidents 3.9%
 Crystal Products - 8 Accidents 9.9%
 Central Administration - 4 Accidents 7.7%
 (26 September - 17 December 1969)

Number of days since last lost-time accident: One (16 December).

*The warmest of wishes
 for Christmas
 and the New Year
 Barbara Pierce
 Editor*



AIRESEARCH MANUFACTURING COMPANY

A DIVISION OF THE GARRETT CORPORATION

9851 SEPULVEDA BLVD. — LOS ANGELES, CALIFORNIA 90009 GARRETT MICRO CIRCUITS CORP.

431 Hale Avenue

Escondido, California 92025

APPLICATION FOR EMPLOYMENT

PLEASE PRINT OR TYPE

NAME: LAST FIRST MIDDLE		JOB APPLIED FOR		WAGES EXPECTED
SALISBURY, WILLIE LEE		Quality Assurance Inspector		
ADDRESS: NUMBER STREET CITY		VISTA GRANDE RD EL CAJON CALIFORNIA		ZIP 92020
PHONE: AREA CODE & NO.		SOCIAL SECURITY NUMBER	DESCRIBE PHYSICAL DISABILITY, IF ANY.	WILL YOU WORK: YES ☐ NIGHT SHIFT? YES ☐ NO ☒ OVERTIME? YES ☐ NO ☒
714-447-2257		570-40-1312	NONE	
EVER BEEN EMPLOYED BY THIS COMPANY?		WEIGHT	HEIGHT	KIND OF TRANSPORTATION?
YES ☐ NO ☒ DIVISION		100	5'11"	OWN ☐ CAR ☐ PUBLIC ☐ OTHER ☐

EMPLOYMENT RECORD — SHOW LAST JOB FIRST — MUST COVER 5 YEARS INCLUDING PERIODS OF UNEMPLOYMENT

COMPANY NAME		PHONE	DATE LEFT	JOB TITLES & NATURE OF WORK	SUPERVISOR
SOLITRON		278 8780		Quality Assurance - Visual Inspector	John S. Sticker
NUMBER	STREET		START DATE		START PAY RATE
-8888	BALBOA	92123	2-1-70	all Pre-sold Inspections - Grading, Water Test, Sealer, Brick, Optic, Port, Seal, Block, Under processing & packaging.	\$23.5 HR
CITY	STATE (OR COUNTRY)	ZIP	TOTAL MONTHS	REASON FOR LEAVING	END PAY RATE
SAN DIEGO	CALIF	92123	1 1/2	STILL EMPLOYED	
COMPANY NAME		PHONE	DATE LEFT	JOB TITLES & NATURE OF WORK	SUPERVISOR
Union Carbide		279 4500	1-31-70		Kurt Schroed
NUMBER	STREET		START DATE		START PAY RATE
8888	Balboa Ave		5-26-69		\$1.90 Hour
CITY	STATE (OR COUNTRY)	ZIP	TOTAL MONTHS	REASON FOR LEAVING	END PAY RATE
San Diego	Calif	92123	8 1/2	Union Carbide	\$2.30 Hour
COMPANY NAME		PHONE	DATE LEFT	JOB TITLES & NATURE OF WORK	SUPERVISOR
Murray Hospital		298-4141	5-24-69	Encoder, on the 735	MR. RAPP
NUMBER	STREET		START DATE		START PAY RATE
4077	5th Ave		9-9-68	Encoding, printing on NCR 735	\$1.90 Hour
CITY	STATE (OR COUNTRY)	ZIP	TOTAL MONTHS	REASON FOR LEAVING	END PAY RATE
San Diego	Calif	92103	8 1/2	For self betterment for self	\$2.23 Hour
COMPANY NAME		PHONE	DATE LEFT	JOB TITLES & NATURE OF WORK	SUPERVISOR
				improvement and enter into a field of interest to me.	
NUMBER	STREET		START DATE		START PAY RATE
CITY	STATE (OR COUNTRY)	ZIP	TOTAL MONTHS	REASON FOR LEAVING	END PAY RATE
COMPANY NAME		PHONE	DATE LEFT	JOB TITLES & NATURE OF WORK	SUPERVISOR
NUMBER	STREET		START DATE		START PAY RATE
CITY	STATE (OR COUNTRY)	ZIP	TOTAL MONTHS	REASON FOR LEAVING	END PAY RATE

DO NOT WRITE BELOW THIS LINE — TURN TO REVERSE SIDE AND COMPLETE

ENTRIES BELOW FOR USE BY PERSONNEL DEPT. AFTER HIRE ONLY

PERMANENT NO.	DEPT. NO.	JOB TITLE	JOB CODE	TYPE OF HIRE: NEW ☐ REHIRE ☐ REINSTATE ☐ TEMP ☐
SHIFT		PAY CATEGORY		
☐ DAYS ☐ SWING ☐ GRAVE (6-1/2 HRS) ☐ GRAVE (8 HRS)		☐ HOURLY ☐ SALARY — NON EXEMPT ☐ SALARY — EXE		
START DATE	REQUISITION NO.	☐ DIRECT ☐ INDIRECT	BASE RATE	COST OF LIVING ALLOW. PAID RATE
U.S. CITIZEN? ☐ YES ☐ NO	BIRTHPLACE	BIRTH DATE	AGE	MARITAL STATUS ☐ M ☐ S ☐ DV ☐ SEP ☐ W SEX ☐ MALE ☐ FEMALE
DRIVERS LICENSE:	STATE		EEOC CODE ☐ C75 ☐ O76 ☐ I77 ☐ N78 ☐ S79	FOR ID CARD EYES _____ HAIR _____
DEPENDENTS	INS. CLASS	PAYROLL ACCT	DIST CODE	SUPERVISOR EXT LOCATION

(OVER)

FORM 7220-1 (11-68)

SCHOOL NAME	CITY & STATE (OR COUNTRY)	GRADE OR YEARS COMPLETED	MAJOR FIELD OF STUDY	DATE COMPLETED	GRADUATED OR DEGREE
GRADE OR HIGH <i>SAN Diego High School</i>	<i>SAN Diego, California</i>	8-7-8-9 10-11-12		<i>June 1950</i>	<i>GRADUATE</i>
COLLEGE, TECHNICAL, TRADE, MILITARY		1-2-3-4 5-6			
<i>American Business College</i>	<i>SAN Diego, Calif</i>		<i>TRAINED ON 024-026-029 -056 ALPHA Numeric.</i>	<i>MAY 1968</i>	<i>Grade = 90%</i>
HONORS, AWARDS & PAPERS PUBLISHED:				G/P AVERAGE	
PROFESSIONAL OR TECHNICAL LICENSES HELD:				TYPING SPEED <i>40</i>	SHORTHAND SPEED

PERSONAL AND REFERENCES

FRIENDS OR RELATIVES IN OUR EMPLOY			IN CASE OF ACCIDENT NOTIFY:	
NAME	RELATIONSHIP	DEPT.	NAME: (FIRST, LAST)	PHONE
			<i>Raymond M Salisbury</i>	
			NUMBER & STREET <i>903 VISTA GRANDE RD.</i>	<i>447-2257</i>
			CITY <i>EL CAJON, CALIF.</i>	STATE (OR COUNTRY)
HAVE YOU EVER BEEN ARRESTED? ☐ YES ☒ NO			IF YES, DISCUSS WITH INTERVIEWER	
U.S. MILITARY SERVICE RECORD			REFERRED TO THIS COMPANY BY:	

BRANCH AND RANK OR SPECIALTY	ENTRY DATE	DISCHARGE DATE	TYPE OF DISCHARGE	RESERVE OR DRAFT STATUS

OUTSIDE INTEREST AND OTHER DATA WHICH MIGHT ADD TO YOUR QUALIFICATIONS FOR THE JOB SOUGHT.

*Now training as electrical QA
at Solitron*

PLEASE READ CAREFULLY

I HEREBY CERTIFY, that, to the best of my knowledge and belief, the answers given by me to the foregoing questions, and all statements made by in this application, are correct. I understand that any false information or consequential omission contained in my application is cause for discharge.

I agree to submit to a physical examination. I understand that The Garrett Corporation will not release to any person any medical diagnosis or results from said examination. I also authorize all of my former employers, school officials, instructors and persons named herein as references give to The Garrett Corporation any information they have regarding me, whether or not such information is on their records. I hereby release said companies and individuals from any liability for any damage whatsoever resulting from the giving of such information.

I understand that in order to avoid unnecessary delay I may be permitted to go to work before all reports are received. If such reports show that do not meet all standards of The Garrett Corporation, I agree that my employment may be terminated immediately.

DATE _____

APPLICANT SIGNATURE _____

FOR PERSONNEL DEPARTMENT USE

REFERRED TO:	DATE	MEDICAL STATUS	PHYS. LIMIT. CODE
REFERRED TO:	DATE	MEDICAL SIGNATURE	DATE
OTHER ACTION		PLANT SECURITY SIGNATURE	DATE
		PAYROLL SIGNATURE	DATE
		PERSONNEL SIGNATURE	DATE

FILE INSTRUCTION:

1 YR ☐

3 YRS ☐

APPLICATION FOR EMPLOYMENT San Diego, California 92112

1 - NAME & LOCATION

PLEASE READ CAREFULLY—WRITE CLEARLY—ANSWER ALL QUESTIONS

MISS ☐ MRS. ☒ MR. ☐	<u>SALISBURY,</u> (LAST NAME)	<u>William</u> (FIRST NAME)	<u>LEE</u> (MIDDLE NAME)	SOCIAL SECURITY NO. <u>570-40-1312</u>
CURRENT ADDRESS NO. & STREET	<u>903 VISTA GRANDE Rd.</u>		HOW LONG THERE?	PHONE NO. AT HOME
CITY, ZONE, STATE	<u>EL CAJON, California 92020</u>		<u>2 years</u>	<u>447-2257</u>
LAST PREVIOUS ADDRESS (IN U.S. ONLY) NO. & STREET	<u>8314 SAN CARLOS DR.</u>		HOW LONG THERE?	PHONE NO. FOR MESSAGE
CITY, ZONE, STATE	<u>SAN Diego, California 92119</u>		<u>4 years</u>	<u>447-2257</u>
IF ABOVE ADDRESSES COVER LESS THAN 5 YEARS, GIVE OTHER FULL ADDRESSES HERE (IN U.S. ONLY)			DATE ARRIVED IN THIS STATE	<u>1932</u>

2 - EMPLOYMENT

DESIRED:	FIRST CHOICE	EXPERIENCE?	SECOND CHOICE	EXPERIENCE
		YES ☐ NO ☐		YES ☐ NO ☐
HAVE YOU WORKED FOR OUR COMPANY BEFORE?	YES ☐ NO ☒	IF YES, STATE DATE LEFT AND REASON	WILL YOU ACCEPT PART-TIME WORK?	WILL YOU ACCEPT TEMPORARY WORK?
			YES ☐ NO ☒	YES ☐ NO ☒
DO YOU OWN A CAR?	YES ☒ NO ☐	YEAR	MAKE	LICENSE NO.
		<u>1980</u>	<u>DATsUN</u>	<u>999 ANX</u>
		WILL YOU BE ABLE TO DRIVE IT TO WORK?	YES ☒ NO ☐	DO YOU HAVE A VALID DRIVER'S LICENSE?
			YES ☒ NO ☐	NUMBER
				<u>B1687101</u>
				STATE
				<u>CALIFORNIA</u>

3 - MARITAL STATUS	4 - DEPENDENTS	5 - RESIDENCE	6 - PHYSICAL
SINGLE	WIFE OR HUSBAND	OWN OR BUYING HOME	AGE DATE OF BIRTH MONTH - DAY - YEAR
ENGAGED	NUMBER OF CHILDREN	RENT HOME	<u>38</u> <u>11-19-31</u>
MARRIED	AGES OF CHILDREN	RENT ROOM OR BOARD	WEIGHT LBS. HEIGHT
SEPARATED	<u>17 14 4</u>	LIVE WITH SPOUSE	<u>120</u> <u>5 FT. 4 1/2 IN.</u>
DIVORCED	PARENTS	LIVE WITH PARENTS	COLOR OF HAIR COLOR OF EYES
WIDOWED	OTHER	LIVE WITH RELATIVES	<u>LIGHT BROWN</u> <u>HAZEL</u>
			HEARING: GOOD ☒ POOR ☐
			FAIR ☐ WEAR AID ☐
			GLASSES WORN? YES ☐ NO ☒
			WILL YOU TAKE A PHYSICAL EXAMINATION? YES ☒ NO ☐

7 - CITIZENSHIP

8 - U.S. MILITARY SERVICE

9 - STATEMENT OF HEALTH (CONFIDENTIAL)

ARE YOU A CITIZEN OF THE UNITED STATES?	yes	SERVICE BRANCH	FINAL RANK OR RATE	HAVE YOU EVER FAILED TO PASS AN INSURANCE PHYSICAL?	No
IF NOT, DO YOU INTEND TO BECOME A CITIZEN?	—	SPECIALTY		HAVE YOU EVER FILED A CLAIM FOR WORK- MEN'S COMPENSATION?	No
IF NOT A U.S. CITIZEN, HAVE YOU THE LEGAL RIGHT TO REMAIN PERMANENTLY IN THE UNITED STATES?	—	TYPE OF DISCHARGE		IF YES, DID YOU RECEIVE AN AWARD?	—
DO YOU INTEND TO REMAIN PERMANENTLY IN THE UNITED STATES?	yes	DATE ENTERED	DATE SEPARATED	WAS IT BASED ON PERMANENT DISABILITY OF ANY KIND?	—
CAN YOU, AFTER EMPLOYMENT, SUBMIT A BIRTH CERTIFICATE OR OTHER PROOF OF U. S. CITIZENSHIP OR AGE?	yes	RESERVE ORGANIZATION		HAVE YOU MISSED ANY WORK DURING THE PAST SIX MONTHS DUE TO ILLNESS?	No
		SELECTIVE SERVICE		DO YOU HAVE ANY WAR SERVICE DISABILITY?	—
		BOARD NO.	CLASSIFICATION	DATE	PERCENT OF SERVICE DISABILITY
					—

10 - PERSONAL

HAVE YOU EVER BEEN CONVICTED OF—	A MISDEMEANOR? YES ☐ NO ☒	A FELONY? YES ☐ NO ☒	IF YES, EXPLAIN. (GIVE DATE & PLACE OF CONVICTION)
HAVE YOU EVER BEEN REFUSED A BOND?	YES ☐ NO ☒	IF YES, EXPLAIN	
HAVE YOU EVER BEEN DISCHARGED?	YES ☐ NO ☒	IF YES, EXPLAIN	
HAVE YOU ANY RELATIVES EMPLOYED IN OUR COMPANY?	YES ☐ NO ☒	IF YES, GIVE NAMES	
PROFESSIONAL ORGANIZATIONS, SPECIAL INTERESTS, HOBBIES (OMIT ANY WHICH MIGHT INDICATE RACE, RELIGION, COLOR, NATIONAL ORIGIN OR ANCESTRY)			

11 - CLOSE RELATIVES GIVE NAME(S) OF YOUR HUSBAND, WIFE, AND/OR CHILDREN

NAME	RELATIONSHIP	ADDRESS (IN U.S. ONLY)
<u>Raymond Salisbury</u>	<u>Husband</u>	<u>903 VISTA GRANDE Rd.</u> <u>EL CAJON, Calif. 92020</u>
<u>Randy Salisbury</u>	<u>Son</u>	<u>SAME</u>
<u>Cynthia KAREN Salisbury</u>	<u>DAUGHTERS</u>	<u>SAME</u>

IMPORTANT! GIVE NAME AND ADDRESS OF PERSON TO NOTIFY IN CASE OF EMERGENCY:

NAME	PHONE NO.	NO. & STREET
<u>Raymond Salisbury</u>	<u>447-2257</u>	<u>903 VISTA GRANDE Rd.</u>
		CITY, ZONE, STATE
		<u>EL CAJON CALIF.</u>

GIVE A COMPLETE RECORD OF ALL EMPLOYMENT AND REASONS FOR PERIODS UNEMPLOYED DURING PAST TEN YEARS; START WITH MOST RECENT EMPLOYMENT. GIVE U. S. EXPERIENCE ONLY.

WHAT LANGUAGES, OTHER THAN ENGLISH, DO YOU SPEAK AND WRITE? <i>NONE</i>	WHAT OFFICE MACHINES CAN YOU USE? <i>TYPEWRITER, Adding machine, Key punch</i>	TYPING SPEED WORDS PER MIN. <i>40</i>	SHORTHAND SPEED WORDS PER MIN. <i>—</i>
---	--	---	---

EDUCATION		COMPLETED		GRADUATED	OR GRADUATION
LAST ELEMENTARY SCHOOL	2884 MARCY SANDIEGO Chollas Elementary - Memorial Jr. High	1 2 3 4 5 6 7 8	yes	June 1944	
LAST HIGH SCHOOL	545 4516 SAN DIEGO SAN Diego High School - San Diego	9 10 11 12	yes	June 1947	
JR. COLLEGE, COLLEGE, OR UNIVERSITY	MAJOR SUBJECTS	YRS. COMPL'D	DEGREES	GRADUATED	DATE LEFT

TECHNICAL OR VOCATIONAL SCHOOL American Business College

[illegible]

GIVE TWO REFERENCES WHOM YOU HAVE KNOWN FOR AT LEAST FIVE YEARS

(NOT RELATIVES OR FORMER EMPLOYERS)

VERIFICATION

NAME	PHONE NO.	NO. & STREET	
	OCCUPATION	CITY, ZONE, STATE	
NAME	PHONE NO.	NO. & STREET	
	OCCUPATION	CITY, ZONE, STATE	

Are you, or have you ever been, a member of any Communist organization or political party or organization which advocates or advocated the overthrow of our constitutional form of government in the United States, or do you have or have you had membership in or affiliation with any group, association or organization which advocated or advocates or lent or lends support to any organization or movement advocating the overthrow of our constitutional form of government in the United States?

ANSWER
YES OR NO No

If answer is yes, name the organization and give complete detail on separate sheet.

I certify that the answers given by me to the foregoing questions and statements are true and correct without consequential omissions of any kind whatsoever. I agree that the company shall not be liable in any respect if my employment is terminated because of the falsity of statements, answers or omissions made by me in this questionnaire. I authorize the companies, schools or persons named above to give any information regarding my employment, or my physical condition, together with any information that may have regarding me whether or not it is in their records, to be freely released said companies, schools or persons from all liability for any damage for issuing this information.

SIGNED _____ DATE _____

APPLICANT—DO NOT USE THIS SPACE

CHECK LIST	A	B	C	D	COMMENTS OR EMPLOYMENT DATA
APPEARANCE					
POISE					
SPEECH					
ATTITUDE					
ALERTNESS					
PERSONALITY					
POTENTIAL					

INTERVIEWED BY _____ DATE _____ TIME _____ RATED BY _____ DATE _____ TIME _____

PERSONAL RESUME

Willie Lee Salisbury
903 Vista Grande Rd.
El Cajon, Calif. 92020
447-2257

Objective:

My wish is to establish myself as an IBM Keypunch Operator. I have prepared myself for this field by taking a course at the American Business College.

Business Experience:

Grand Department Store	Clerk, Filing	1948-1950 part time
Downtown San Diego	Cashier	1950-1952 full time

Education:

Graduated from 12th grade in 1950 from San Diego High School.
American Business College-IBM Keypunch. TRAINED on 024-026-029-0 6-
Alpha and Numeric-Made own program cards for payroll and invoices.

Personal:

Height: 5'5"
Weight: 125
Age: 36
Health: Excellent
Marital Status: Married
Children: 3
Nationality: American
Date of Birth: Nov. 19, 1931
Birth place: Clarendon, Texas
Social security Number: 570-40-1312

References:

1. Mr. and Mrs. Robert Richardson Product Manager Safeway
1970 Euclid Ave., El Cajon, Calif., 444-6670
2. Mr. and Mrs. John Reber Telephone Company
1492 Condor, El Cajon, Calif., 447-1993
3. Mr. and Mrs. Earl Gursky Chief U.S. Navy
5591 Eldridge St., San Diego, Calif., 83-1808

Complete Student Records maybe obtained from Personnel Director of the American Business College.

PERSONAL RESUME

Willie Lee Salisbury
903 Vista Grande Rd.
El Cajon, Calif. 92020
447-2257

Objective:

To establish myself as an IBM Key punch Operator. I have prepared myself for this field by taking a course at the American Business college.

Business Experience:

Grand Department Store	Clerk, Filing	1948-1950 part time
Downtown San Diego	Cashier	1950-1952 full time

Education:

San Diego High School-Graduated from 12th grade in 1950. Received Diploma.
American Business College-IBM Key punch. Trained on 024-026-029-056.
Alpha and Numeric-Made own program cards for payroll and invoices.

Personal:

Height: 5'5"
Weight: 125
Age: 36
Date of Birth: Nov. 19, 1931
Birth Place: Clarendon, Texas
Health: Excellent
Marital Status: Married
Children: 3
Nationality: American
Social Security Number: 570-40-1312

References:

1. Mr. and Mrs. Robert Richardson Product Manager Safeway
1970 Euclid Ave., El Cajon, Calif., 444-6670
2. Mr. and Mrs. Jack Stawney
5164 Chateau Dr. San Diego, Calif. 92117, 273-3128
3. Mr. and Mrs. Earl Gursky Chief U.S. Navy
5591 Eldridge St., San Diego, Calif., 583-1868

Complete Student Records may be obtained from Personal Director of the American Business College.

CHANGE OF STATUS

DATE PREPRINTED 060669

EMP. NO.	NAME	STREET ADDRESS	CITY AND STATE	HOME PHONE	BIRTH DATE	SEX	ML ST	SOCIAL SEC. NO.	CARD
681330	Salisbury, Willie Lee	903 Vista Grande Rd	El Cajon, Calif. 92020	4472257	11/12/31	F	m	579-01312	2
EMP. NO.	JOE/SECT.	E/N/H	JOB TITLE/CLASSIFICATION	GRADE	BASE RATE	INC./DEC. AMMT.	EFFECT. DATE	C.S.C. DATE	GR IN
681330	808 1 354 h		Inspector Trainee	T	1.90	na	052969	052969	1
			"		2.25	.35	072869		1
TERMINATE, DATE:			LEAVE OF ABSENCE, FROM:			TO:			
RETROACTIVE, TO:			VACATION, FROM:			TO:			CHECK WANTED:
FOR CHANGES NOT LISTED ABOVE FROM:									
DOCUMENTATION TO JUSTIFY CHANGE (S):									
UPGRADE FROM TRAINEE TO LABORER GRADE 10									
EMP. SIG. (PERS. DATA ONLY)	DATE	DEPT. MGR.	DATE	IND. REL. APPL.	DATE				
IMMED. SUPV. K.D. Schneider	7/2/69	Recd	7/2	IND. REL. RECORDS	7/1/69				
SUPV. H.L. B. J. Brown	7/2/69	EXEC. APPL.		ACCOUNTING RECORDS					
LOCKSMITH	CO. EQUIP.	SECURITY	SMOCKS	OTHER					



EMPLOYEE STATUS NOTICE

EMPLOYEE'S NAME SALISBURY, WILLIE LUT		REQUISITION NO.	PERMANENT NO. 0000	
BIRTH DATE	SOCIAL SECURITY NO. 00-10-1312	INSURANCE CODE	CHANGE CODE 31	EEOC CODE
TYPE OF NOTICE 90-DAY REVIEW		CHECK REQUEST DATE	EFFECTIVE DATE 8/15/70	
START	STATUS CHANGE		TERMINATION	
HIFT	FROM 1st	TO 1st		
ODE	Inspector	Inspector	☐ DIRECT ☐ INDIRECT	
ATE	12.00/Hr.	12.00/Hr.		
PERMANENT STATUS ☒ YES ☐ NO				
LEAVE OF ABSENCE - REASON				
WITH PAY FROM: WITHOUT PAY THROUGH:				

REMARKS:

APPROVED	DEPT.	MEDICAL STATUS
APPROVED	DEPT.	MEDICAL SIGNATURE
		PERSONNEL
		PERSONNEL

FOR TERMINATION

I have delivered to my supervisor or to other authorized persons all items belonging to the GARRETT CORPORATION.

SUPERVISOR'S CHECK LIST

- | | |
|---|--|
| ☐ BOOKS OR MANUALS | ☐ CREDIT CARDS |
| ☐ CO. EQUIPMENT OR PAPERS | ☐ AIR TRAVEL CARD |
| ☐ EXPENSE-ADVANCES & TICKETS | ☐ INSPECTION CRIB |
| ☐ ENGINEERING LIBRARY | ☐ KEYS |

- | |
|---|
| ☐ LAB STORES |
| ☐ SAFETY EQUIPMENT |
| ☐ UNIFORMS |
| ☐ TOOL CRIB |

PERSONNEL CHECK LIST

- | | |
|---|------------------------------------|
| ☐ EMPLOYEE STORES | ☐ I.D. CARD |
| ☐ PETTY CASH LOAN | ☐ BADGE |
| ☐ SAVINGS PLAN | ☐ AEC |
| ☐ SEVERANCE SIGNED | ☐ BANK LOAN |

INVENTION & SECRECY AGREEMENT:

I read and executed the invention and secrecy agreement at time of hire. I understand its requirements and acknowledge that it remains in effect after termination.
I certify that the above statements are correct to the best of my knowledge and belief.

WITNESS:

SIGNATURE:

EMPLOYEE:

(SIGNATURE)

CHANGE CODES

- | | | |
|---|---|--|
| STARTS
11. NEW HIRE
12. REHIRE
13. REINSTATE
14. DIV. TRANSFER-IN
15. NAME CHANGE
17. TEMPORARY HIRE
18. PART TIME HIRE | TRANSFER
21. CO. REQUEST
22. EMP. REQUEST
23. MEDICAL
24. RETURN LEAVE

RATE CHANGE
31. MERIT
32. PROMOTION
33. ADJUSTMENT
34. DECREASE
35. GENERAL INCREASE | CLASS CHANGE
40. CLASS CHANGE
41. CODE CHANGE
42. JOB RESTUDY

LEAVE
51. MEDICAL WITHOUT PAY
52. MEDICAL WITH PAY
53. PERSONAL WITHOUT PAY
54. PERSONAL WITH PAY
55. MILITARY
56. SUSPENSION
57. MATERNITY |
|---|---|--|

EEOC CODES

- | | |
|---|--|
| TERMINATION
61. RESIGNATION
62. LAYOFF
63. DISCHARGE
64. MEDICAL
65. RETIREMENT
66. MILITARY
67. PROBATIONARY
68. DEATH
69. DIV. TRANSFER-OUT
70. TEMPORARY TERM.

CORRECTION
80. CORRECTION | 1. NEGRO
2. ORIENTAL
3. AMERICAN INDIAN
5. SPANISH AMERICAN |
|---|--|

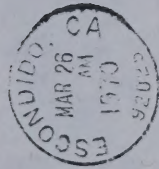
INDIVIDUAL

Mrs. and Mrs.
Kurt D. Schneider
Rt. 1-762 A Donce Diego Dr
Escondido, Calif. 92025

Mrs. Marie Sawyer
903 Vista Grande Rd.

EL CAYON,

CALIFORNIA, 92020



PR
FO
PEA

FRANKLIN D. ROOS
S. POSTAGE

6c

BEST WISHES

At Easter



DEAR WILLIE,

3 25-72

THIS MIGHT NOT BE THE RIGHT TIME TO SAY GOOD-BYE BUT YOU JUST WASN'T AROUND WHEN I LEFT. YOU'RE A SWEET GAL AND I ENJOYED WORKING WITH YOU. SORRY WE CAN'T CONTINUE BUT I GUESS I AM NOT SOLITRON'S TYPE. HOPE THAT SOMEDAY WE CAN WORK TOGETHER AGAIN.

IF YOU EVER FEEL THAT YOU CAN USE A RECOMMENDATION OR REFERENCE I'LL BE FREE TO CALL ON ME OR USE MY NAME.

KURT

As surely as springtime

Comes 'round every year

You're sure to be wished

All the best when it's here

A bright, pleasant Easter

A happy year, too

With everything wonderful

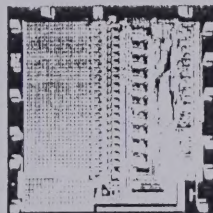
Happening to you!

Happy Easter



Happiness Always.

Kurt



Garrett
MICRO-CIRCUITS CORPORATION



THE GARRETT CORPORATION

PERFORMANCE REVIEW

COMMENTS: Willie has demonstrated an exceptional dedication to her job. The quality of her work has been excellent while maintaining a pleasant environment with her fellow employees.

Willie has enrolled in school, majoring in math, which shall further prepare her for additional responsibilities.

Signatures: _____

INDIVIDUAL'S COMMENTS: _____

PERSONNEL DEPT. REVIEW

THIS INDIVIDUAL INTERVIEWED DATE: _____

INDIVIDUAL

INDIVIDUAL'S SIGNATURE

B.F. Brown

SUPERVISOR'S SIGNATURE



EMPLOYEE STATUS NOTICE

Dept- 77

EMPLOYEE'S NAME SALISBURY, W.		REQUISITION NO.		PERMANENT NO. 0044	
BIRTH DATE		SOCIAL SECURITY NO. 570-40-1312		INSURANCE CODE	
TYPE OF NOTICE 6 MOS. REVIEW		90 DAY REVIEW		CHECK REQUEST DATE	
START		STATUS CHANGE		EFFECTIVE DATE 3-14-71	
SHIFT		FROM 1st		TO 1st	
CODE		Inspector B		Inspector B ☐ DIRECT ☐ INDIRECT	
RATE		\$2.60/Hr.		\$ 2.70	
PERMANENT STATUS		☒ YES ☐ NO			
LEAVE OF ABSENCE - REASON					

REMARKS:

_____ WITH PAY FROM:

_____ WITHOUT PAY THROUGH:

6 MOS. REVIEW

APPROVED	3-2-71	DEPT.	MEDICAL STATUS
APPROVED		DEPT.	MEDICAL SIGNATURE
			PERSONNEL
			PERSONNEL

FOR TERMINATION

I have delivered to my supervisor or to other authorized persons all items belonging to the GARRETT CORPORATION.

SUPERVISOR'S CHECK LIST

- | | |
|---|--|
| ☐ BOOKS OR MANUALS | ☐ CREDIT CARDS |
| ☐ CO. EQUIPMENT OR PAPERS | ☐ AIR TRAVEL CARD |
| ☐ EXPENSE-ADVANCES & TICKETS | ☐ INSPECTION CRIB |
| ☐ ENGINEERING LIBRARY | ☐ KEYS |

- | |
|---|
| ☐ LAB STORES |
| ☐ SAFETY EQUIPMENT |
| ☐ UNIFORMS |
| ☐ TOOL CRIB |

PERSONNEL CHECK LIST

- | | |
|---|------------------------------------|
| ☐ EMPLOYEE STORES | ☐ I.D. CARD |
| ☐ PETTY CASH LOAN | ☐ BADGE |
| ☐ SAVINGS PLAN | ☐ AEC |
| ☐ SEVERANCE SIGNED | ☐ BANK LOAN |

INVENTION & SECRECY AGREEMENT:

I read and executed the invention and secrecy agreement at time of hire. I understand its requirements and acknowledge that it remains in effect after termination.

I certify that the above statements are correct to the best of my knowledge and belief.

WITNESS:

(SIGNATURE)

EMPLOYEE:

(SIGNATURE)

CHANGE CODES

EEOC CODES

- STARTS
11. NEW HIRE
 12. REHIRE
 13. REINSTATE
 14. DIV. TRANSFER-IN
 15. NAME CHANGE
 17. TEMPORARY HIRE
 18. PART TIME HIRE

- TRANSFER
21. CO. REQUEST
 22. EMP. REQUEST
 23. MEDICAL
 24. RETURN LEAVE
- RATE CHANGE
31. MERIT
 32. PROMOTION
 33. ADJUSTMENT
 34. DECREASE
 35. GENERAL INCREASE

- CLASS CHANGE
40. CLASS CHANGE
 41. CODE CHANGE
 42. JOB RESTUDY
- LEAVE
51. MEDICAL WITHOUT PAY
 52. MEDICAL WITH PAY
 53. PERSONAL WITHOUT PAY
 54. PERSONAL WITH PAY
 55. MILITARY
 56. SUSPENSION
 57. MATERNITY

- TERMINATION
61. RESIGNATION
 62. LAYOFF
 63. DISCHARGE
 64. MEDICAL
 65. RETIREMENT
 66. MILITARY
 67. PROBATIONARY
 68. DEATH
 69. DIV. TRANSFER-OUT
 70. TEMPORARY TERM.
- CORRECTION
80. CORRECTION

1. NEGRO
2. ORIENTAL
3. AMERICAN INDIAN
5. SPANISH AMERICAN

INDIVIDUAL

Dept. 77 Perm. No. 0044 Name Salisbury, Willie Lee Classification Inspector B Effective Date 3-15-71



THE GARRETT CORPORATION

PERFORMANCE REVIEW

COMMENTS: Willie has made a significant contribution to the Product Assurance function since her last review. She continues to give excellent report with her fellow employees and provides technical guidance in many areas. Willie's ability to adjust to different job assignments and training also adds greatly to her value, as an example she has been trained and is now qualified as an inspector in the following areas: Receiving Inspection, In-Process Inspection (Waste Fil and Assembly) and Burn-In Technician.

Signatures: _____

INDIVIDUAL'S COMMENTS: _____

PERSONNEL DEPT. REVIEW

3-2-71

IS INDIVIDUAL INTERVIEWED DATE:

PERSONNEL

Willie L. Salisbury
INDIVIDUAL'S SIGNATURE
B. H. Brown
SUPERVISOR'S SIGNATURE



June 14, 1971

Mrs. Willie Salisbury
903 Vista Grande Rd.
El Cajon, California 92021

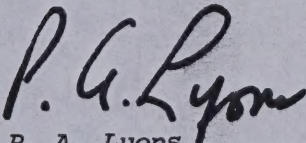
Dear Willie,

Congratulations on your first anniversary with Garrett Micro-Circuits Corporation.

Our young company is off to a good start, and your fine service has certainly been a big help. I hope you share my enthusiasm for our future in the micro-circuits field. The potential is tremendous, and we are confident of your continuing good efforts to help us achieve our objectives.

I wish you well in your work and hope it will bring you the fullest measure of personal satisfaction.

Best regards,


P. A. Lyons
General Manager

EMPLOYEE PROGRESS REVIEW AND APPRAISAL

☐	90 DAY REVIEW
☐	6 MONTH REVIEW
☐	ANNUAL REVIEW
☐	SPECIAL REVIEW
☐	OTHER

NAME Willie Salisbury COST CENTER 5210 CLOCK # 5042
DATE HIRED 8-26-71 REVIEW PERIOD: From 8-20-71 To 12-20-71

INSTRUCTIONS - READ CAREFULLY

EACH EMPLOYEE'S ABILITY AND FITNESS IN HIS PRESENT CLASSIFICATION OR FOR PROMOTION MAY BE APPRAISED WITH A REASONABLE DEGREE OF ACCURACY AND UNIFORMITY THROUGH THIS APPRAISAL REPORT. THE EMPLOYEE MUST BE APPRAISED IN TERMS OF HIS ACTUAL PERFORMANCE. IT IS ESSENTIAL THEREFORE, THAT SNAP JUDGEMENT BE REPLACED BY CAREFUL ANALYSIS. PLEASE FOLLOW THESE INSTRUCTIONS CAREFULLY.

1. USE YOUR OWN JUDGEMENT
2. DISREGARD YOUR GENERAL IMPRESSION OF THE EMPLOYEE AND CONCENTRATE ON ONE FACTOR AT A TIME.
3. CALL TO MIND INSTANCES THAT ARE TYPICAL OF THE EMPLOYEE'S WORK AND WAY OF ACTING. DO NOT BE INFLUENCED BY UNUSUAL CASES WHICH ARE NOT TYPICAL.
4. MAKE YOUR APPRAISAL WITH THE UTMOST CARE AND THOUGHT. BE SURE THAT IT REPRESENTS A FAIR AND SQUARE OPINION. DO NOT ALLOW PERSONAL FEELINGS TO GOVERN YOUR APPRAISAL.
5. A RATING OF ANY FACTOR OTHER THAN AVERAGE MUST BE EXPLAINED.
6. REFER TO THE INDUSTRIAL RELATIONS MANUAL FOR DEFINITION OF FACTORS.

FACTOR

APPRAISAL

UNSATISFACTORY

NEEDS
IMPROVEMENT

AVERAGE

GOOD

EXCELLENT

KNOWLEDGE OF WORK

WORKMANSHIP

QUANTITY OF WORK

HOUSEKEEPING & SAFETY

ATTENDANCE & PUNCTUALITY

ATTITUDE

ABILITY TO FOLLOW INSTRUCTIONS

COOPERATION

INITIATIVE

ABILITY TO GET ALONG WITH OTHERS

OBSERVANCE OF RULES & REGULATIONS

REMARKS

Employee demonstrates unusual capabilities and attitude towards her work. Her versatility in being able to competently perform work in receiving inspection, in process inspection, test, and reliability life tests contribute significantly to the ~~successful~~ success of MCO.

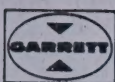
THE EMPLOYEE'S SIGNATURE DOES NOT NECESSARILY CONSTITUTE AGREEMENT WITH THE CONTENTS OF THE REVIEW BUT MERELY INDICATES THAT IT HAS BEEN DISCUSSED WITH THE EMPLOYEE.

Willie L. Salisbury
EMPLOYEE'S SIGNATURE

REVIEWED BY

APPROVED BY

12-22-71



EMPLOYEE STATUS NOTICE

Dept. 77

EMPLOYEE'S NAME SALISBURY, WILLIE		REQUISITION NO.		PERMANENT NO. 0044	
BIRTH DATE		SOCIAL SECURITY NO. 570-40-1312		INSURANCE CODE	
TYPE OF NOTICE IN VOLUNTARY TERMINATION		90 DAY REVIEW		CHECK REQUEST DATE	
START		STATUS CHANGE		EFFECTIVE DATE 8-10-71	
FROM		TO			
SHIFT		1st			
CODE		Inspector B		☒ DIRECT ☐ INDIREC	
RATE		\$2.70/Hr			
PERMANENT STATUS		☒ YES ☐ NO			
LEAVE OF ABSENCE - REASON					

REMARKS:

INVOLUNTARY TERMINATION- Company has sold assets and is discontinuing operations.

Final check will include hours accrued vacation time.

40 hrs + 1 1/2 hrs O.T. for week ending 8-22-71

APPROVED	MEDICAL STATUS
APPROVED	MEDICAL SIGNATURE
DEPT.	DEPT.
PERSONNEL	PERSONNEL
PERSONNEL	PERSONNEL

FOR TERMINATION

I have delivered to my supervisor or to other authorized persons all items belonging to the GARRETT CORPORATION.

SUPERVISOR'S CHECK LIST

- ☐ BOOKS OR MANUALS
- ☐ CO. EQUIPMENT OR PAPERS
- ☐ EXPENSE-ADVANCES & TICKETS
- ☐ ENGINEERING LIBRARY

- ☐ CREDIT CARDS
- ☐ AIR TRAVEL CARD
- ☐ INSPECTION CRIB
- ☐ KEYS

- ☐ LAB STORES
- ☐ SAFETY EQUIPMENT
- ☐ UNIFORMS
- ☐ TOOL CRIB

PERSONNEL CHECK LIST

- ☐ EMPLOYEE STORES
- ☐ PETTY CASH LOAN
- ☐ SAVINGS PLAN
- ☐ SEVERANCE SIGNED
- ☐ I.D. CARD
- ☐ BADGE
- ☐ AEC
- ☐ BANK LOAN

INVENTION & SECRECY AGREEMENT:

I read and executed the invention and secrecy agreement at time of hire. I understand its requirements and acknowledge that it remains in effect after termination.
I certify that the above statements are correct to the best of my knowledge and belief.

WITNESS:
(SIGNATURE)

C. T. Gale

EMPLOYEE:
(SIGNATURE)

Willie L. Salisbury

CHANGE CODES

EEOC CODES

- STARTS
- 11. NEW HIRE
- 12. REHIRE
- 13. REINSTATE
- 14. DIV. TRANSFER-IN
- 15. NAME CHANGE
- 17. TEMPORARY HIRE
- 18. PART TIME HIRE

- TRANSFER
- 21. CO. REQUEST
- 22. EMP. REQUEST
- 23. MEDICAL
- 24. RETURN LEAVE

RATE CHANGE

- 31. MERIT
- 32. PROMOTION
- 33. ADJUSTMENT
- 34. DECREASE
- 35. GENERAL INCREASE

- CLASS CHANGE
- 40. CLASS CHANGE
- 41. CODE CHANGE
- 42. JOB RESTUDY

LEAVE

- 51. MEDICAL WITHOUT PAY
- 52. MEDICAL WITH PAY
- 53. PERSONAL WITHOUT PAY
- 54. PERSONAL WITH PAY
- 55. MILITARY
- 56. SUSPENSION
- 57. MATERNITY

- TERMINATION
- 61. RESIGNATION
- 62. LAYOFF
- 63. DISCHARGE
- 64. MEDICAL
- 65. RETIREMENT
- 66. MILITARY
- 67. PROBATIONARY
- 68. DEATH
- 69. DIV. TRANSFER-OUT
- 70. TEMPORARY TERM.

- CORRECTION
- 80. CORRECTION

- 1. NEGRO
- 2. ORIENTAL
- 3. AMERICAN INDIAN
- 5. SPANISH AMERICAN

INDIVIDUAL



EMPLOYEE STATUS NOTICE

Dec 1, 77

EMPLOYEE'S NAME SALISBURY, WILLIE		REQUISITION NO.	PERMANENT NO. 0044	
BIRTH DATE	SOCIAL SECURITY NO. 570-40-1312	INSURANCE CODE	CHANGE CODE 02	EEOC CODE
TYPE OF NOTICE INVOLUNTARY TERMINATION 90 DAY REVIEW		CHECK REQUEST DATE	EFFECTIVE DATE 3-28-78	
SHIFT	FROM	TO		
CODE	Inspector		☐ DIRECT ☐ INDIRECT	
RATE	\$2.70/Hr			
PERMANENT STATUS		☒ YES ☐ NO		
LEAVE OF ABSENCE - REASON				

REMARKS:

INVOLUNTARY TERMINATION- Company has sold assets and is discontinuing operations.

Final check will include hours accrued vacation time.

1/5 hr C.T. for vacation

APPROVED	DEPT.	MEDICAL STATUS
APPROVED	DEPT.	MEDICAL SIGNATURE
		PERSONNEL
		PERSONNEL

FOR TERMINATION

I have delivered to my supervisor or to other authorized persons all items belonging to the GARRETT CORPORATION.

SUPERVISOR'S CHECK LIST

- | | |
|---|--|
| ☐ BOOKS OR MANUALS | ☐ CREDIT CARDS |
| ☐ CO. EQUIPMENT OR PAPERS | ☐ AIR TRAVEL CARD |
| ☐ EXPENSE-ADVANCES & TICKETS | ☐ INSPECTION CRIB |
| ☐ ENGINEERING LIBRARY | ☐ KEYS |

- | |
|---|
| ☐ LAB STORES |
| ☐ SAFETY EQUIPMENT |
| ☐ UNIFORMS |
| ☐ TOOL CRIB |

PERSONNEL CHECK LIST

- | | |
|---|------------------------------------|
| ☐ EMPLOYEE STORES | ☐ I.D. CARD |
| ☐ PETTY CASH LOAN | ☐ BADGE |
| ☐ SAVINGS PLAN | ☐ AEC |
| ☐ SEVERANCE SIGNED | ☐ BANK LOAN |

INVENTION & SECRECY AGREEMENT:

I read and executed the invention and secrecy agreement at time of hire. I understand its requirements and acknowledge that it remains in effect after termination.

I certify that the above statements are correct to the best of my knowledge and belief.

WITNESS:

(SIGNATURE)

EMPLOYEE:

(SIGNATURE)

CHANGE CODES

- | | | |
|----------------------|----------------------|--------------------------|
| STARTS | TRANSFER | CLASS CHANGE |
| 11. NEW HIRE | 21. CO. REQUEST | 40. CLASS CHANGE |
| 12. REHIRE | 22. EMP. REQUEST | 41. CODE CHANGE |
| 13. REINSTATE | 23. MEDICAL | 42. JOB RESTUDY |
| 14. DIV. TRANSFER-IN | 24. RETURN LEAVE | |
| 15. NAME CHANGE | | LEAVE |
| 17. TEMPORARY HIRE | | 51. MEDICAL WITHOUT PAY |
| 18. PART TIME HIRE | | 52. MEDICAL WITH PAY |
| | RATE CHANGE | 53. PERSONAL WITHOUT PAY |
| | 31. MERIT | 54. PERSONAL WITH PAY |
| | 32. PROMOTION | 55. MILITARY |
| | 33. ADJUSTMENT | 56. SUSPENSION |
| | 34. DECREASE | 57. MATERNITY |
| | 35. GENERAL INCREASE | |

TERMINATION

- | |
|-----------------------|
| 61. RESIGNATION |
| 62. LAYOFF |
| 63. DISCHARGE |
| 64. MEDICAL |
| 65. RETIREMENT |
| 66. MILITARY |
| 67. PROBATIONARY |
| 68. DEATH |
| 69. DIV. TRANSFER-OUT |
| 70. TEMPORARY TERM. |

CORRECTION

- | |
|----------------|
| 80. CORRECTION |
|----------------|

EEOC CODES

- | |
|---------------------|
| 1. NEGRO |
| 2. ORIENTAL |
| 3. AMERICAN INDIAN |
| 5. SPANISH AMERICAN |

INDIVIDUAL

**In MOS/LSI,
we're one-of-a**



Garrett
MICRO-CIRCUITS CORPORATION

t-kind

Back in the '60's, everyone predicted MOS would come of age by 1970. And it has. Right in our new one-of-a-kind MOS plant. In fact, it's the best facility in the world for high-volume manufacturing custom MOS devices — backed by the financial stability of The Garrett Corporation.

New designs. New processes. New ideas for an emerging MOS/LSI technology. You'll find them all in our 35,000-square-feet of floor space. We are currently the exclusive second source for American Micro-systems, Inc., supplying everything from design to delivery under one roof.

All our fabrication and assembly areas are in Class 100, laminar flow clean rooms and have poured electrically conductive floors (the kind you usually find only in hospitals or ordnance plants).

We use completely deionized water that's purified by reverse osmosis. It's 10 times purer than the water used to make pharmaceuticals. And when we're finished with it and put it back into the environment, it's three times purer than ordinary tap water.

And we have a temperature control system in critical areas that keeps everything at plus or minus $\frac{1}{4}$ °F. And a humidity control system that keeps everything at plus or minus 2%.

You name it, we have it. Including a new one-of-a-kind diffusion furnace that has all the controls on the front . . . inside the clean room so operators don't have to enter unclean areas just to turn a couple of knobs.

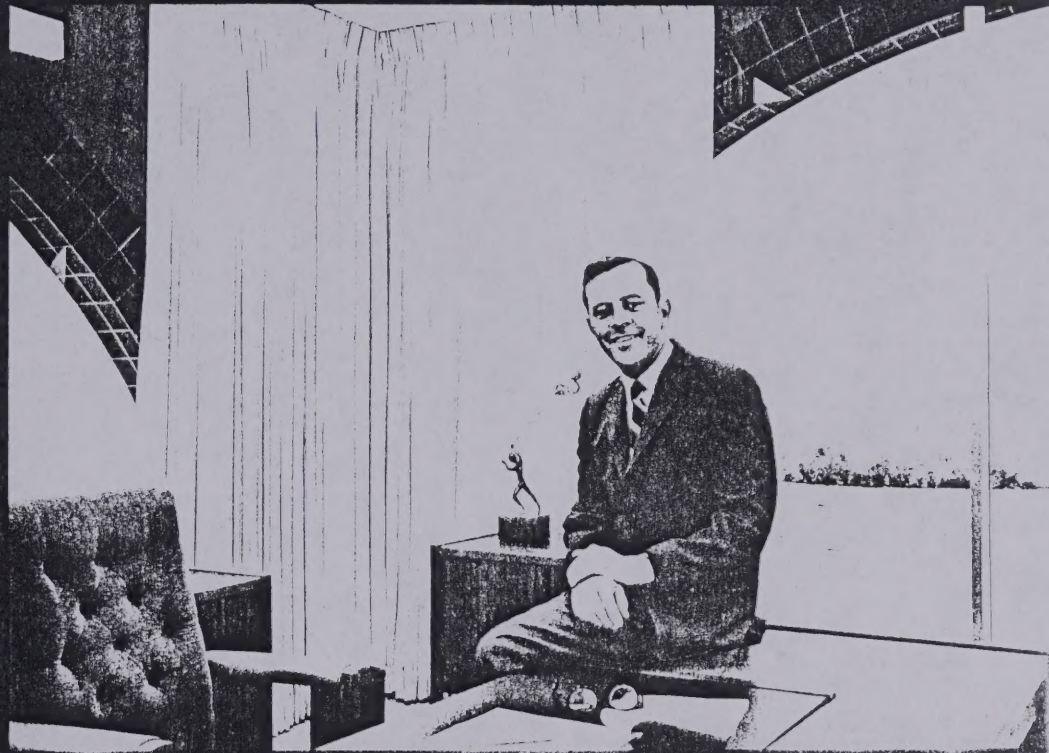
We are establishing a complete and comprehensive set of computer aids for our design program. One of the benefits resulting from this effort is total and maximum interaction for the designer in all phases, including logic verification, placement and pattern generation.

We have all these things (and a lot more) so we can deliver a guaranteed product. Everytime. At the agreed upon price. On the specified date. Whether you're a medium or high-volume customer. You wouldn't buy from a substandard MOS house twice, and we know it. So we deliver.

And just for the record: every process and piece of equipment we have is devoted exclusively to MOS. Not bipolar *and* MOS. Our commitment to MOS is total. (Our new brochure tells the whole story.)

We're in business. We're in production. We invite your inquiries and will welcome your visit. Simply phone (714) 487-3000. Or write Garrett Micro-Circuits Corporation, 16701 West Bernardo Drive, San Diego, California 92127.





Garrett
MICRO-CIRCUITS CORPORATION

Burroughs Corp
Aug. 20, 1971.

THE NEW TECHNOLOGY HAS COME OF AGE.

"In the electronics industry, MOS is the most exciting technological happening since the discovery of the transistor. You can walk into the accounting department of just about any major firm today, and you'll get a first hand look at MOS technology in action. In new electronic desk calculators, in high-speed adding machines, in compact mini-computers and data communications systems. MOS technology has truly come of age.

And this is just the beginning. In our increasingly cost-conscious society, with people wanting more performance and more economy, it can safely be predicted that our new MOS technology will soon be at work in automotive systems, alarm systems, travel reservations and billing systems, communications systems of all types, digital clocks, etc., etc.

At Garrett Micro-Circuits, we have made a positive and total commitment to be a vital part of MOS technology and growth. Our new facility is in operation. We have mastered many new techniques and solved many production problems. We make a quality product and we deliver.

Presently, we are devoting most of our efforts and attentions to custom random logic, shift registers, read-only memories and random-access memories. We are also geared to readily move into complete sub-system designs.

Garrett Micro-Circuits is a subsidiary of The Garrett Corporation operating under a cross license arrangement with American Micro-systems, Inc. (AMI). The two companies are acting as second sources for each other. This arrangement has been established to guarantee fast and accurate designs, priced-right products and on-time deliveries.

Our new, modern 35,000 square feet facility has been specifically planned and built for one use — for the most efficient design, manufacture, and delivery of custom MOS/LSI devices for both medium and large volume customers. We are not reluctant to say that this is the finest facility of its kind in the world. It is an exciting one-of-a-kind facility producing quality one-of-a-kind products."

Paul A. Lyons

Paul A. Lyons
General Manager
Garrett Micro-Circuits Corporation

Garrett

MICRO-CIRCUITS IS A PLACE FOR ONE-OF-A-KIND PEOPLE.

"The team of men who designed and built our new facility in Rancho Bernardo was made up of many of the same veterans who developed the techniques used in our space program life-support systems. It also included specialists from facility groups of major semiconductor manufacturers. Together they designed and built the finest facility of its kind in the world.

Similarly, our operating business team is composed of mature professionals from the digital systems and semiconductor worlds . . . they are experienced problem-solvers who have been on both sides of the fence — users and vendors of MOS devices. They are ready and able to help solve your problems. And they are geared to go and grow. With this kind of facility and with these kind of people, we are naturally growth minded. The size of our site was established consistent with our plans for the next five years, and it will accommodate two more buildings. In the same way, our original business incorporation contains features vital to the long term growth of our activity. And, we have a built-in second source as a result of our agreement with AMI.

If you are considering using MOS/LSI in your next equipment, contact us. Your needs will help shape our future, and you can share in our growth as your engineers work with our design team implementing your new systems with our custom capability.

Significant improvements in economy require significant investments in quality. We have built our plant that way, all of our people think that way, and we built our devices that way. Our plant, our people and our product are all one-of-a-kind."

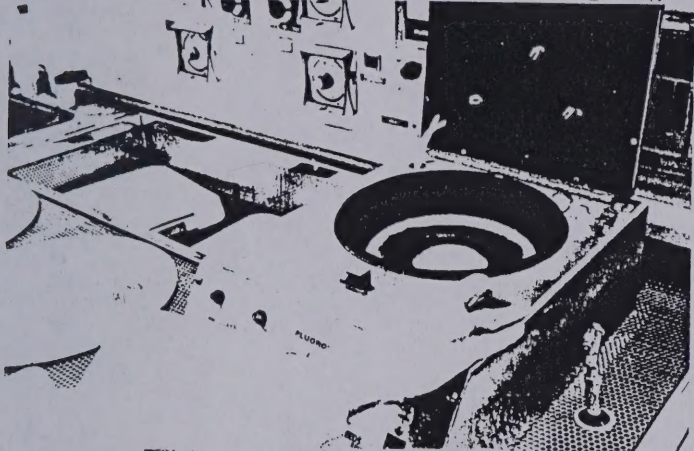


David A. Beadling

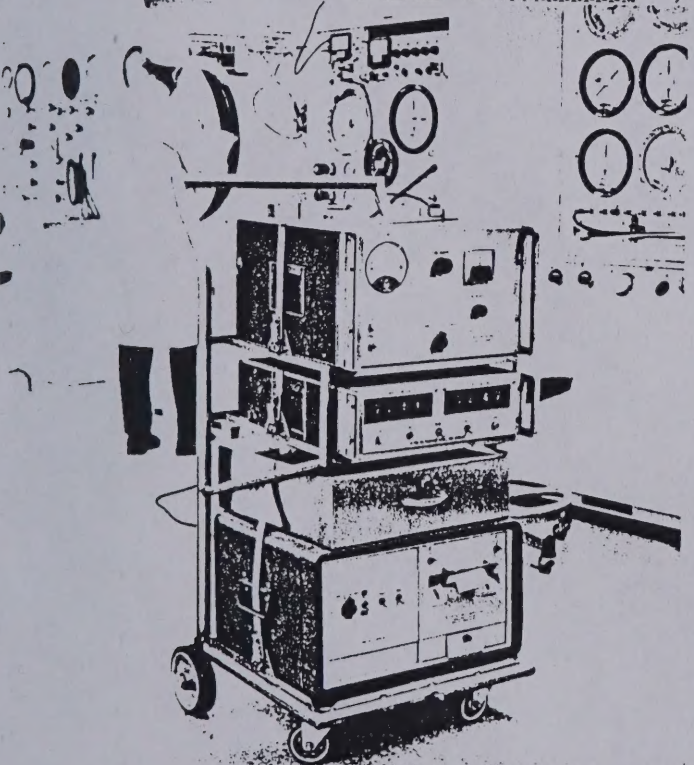
★ Director of Marketing
David A. Beadling



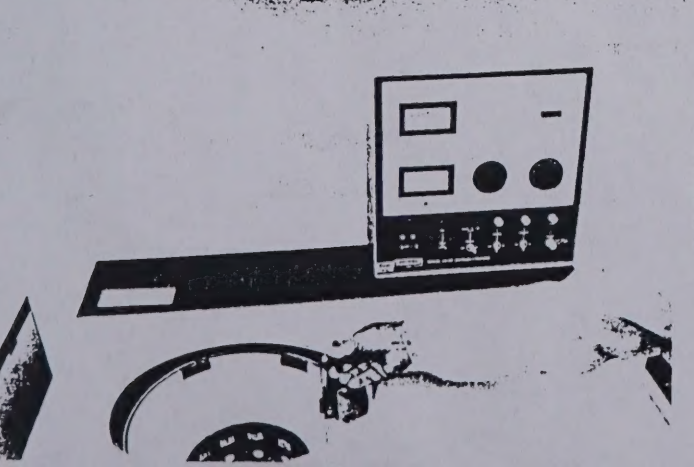
Up to 120 wafers can be placed into the tube for diffusion in our unique furnaces. Note that all controls are within easy operator reach and that a specially designed tube cartridge loader is provided for inserting, rotating and removing tubes. Greater efficiency is the goal and these human engineered aids help achieve it.



How long should a wafer be washed before it is perfectly clean? This question is answered by a special measuring device connected to the water discharge of each of our wash baths. This device accurately measures contaminants to two parts per billion, eliminates the use of timers and guarantees positive results.



Both environmental and materials inspections are conducted at all stages of production on a daily basis. One of the individual environmental type inspections is the daily monitoring of dust count in our fabrication and assembly area. A particle counter is used that can measure dust and other free-floating contaminants as small as one-half micron.



Centrifuge testing is one of the many end product tests that can be performed to assure the ultimate in reliability. Note that a specially designed batch testing basket is used that enables up to 20 devices to be run simultaneously yet allows individual units to undergo and receive the full forces produced in this testing procedure. The centrifuge test falls into the category of environmental tests which also includes temperature tests, optical tests, helium bubble tests and electrical tests.

Garrett MICRO-CIRCUITS CORPORATION

16701 W. BERNARDO DR., SAN DIEGO, CAL. 92127

CERTIFICATE OF CONFORMANCE

Customer _____

PO # _____

This is to certify that the articles included in this shipment conform in all respects to the requirements of the above purchase order.

Product Assurance Inspector _____ Date _____

THE

HERE is a new aristocracy in San Diego

Their castle is their home. They have learned to live luxuriously without titles—Barons, Earls, or Viscounts. When they leave their castle to dine out, however, they want to be treated like Kings and Queens.

Here Is A Sampling Of Such As Reported By

Gordon Keith

PIZZA PALAVER

I believe it would be difficult to find even a school child who didn't know the word and the identification of PIZZA. It has almost the same American acceptance as the word, hot-dog or sandwich. Yet the sandwich has been around for two hundred years (named after John Montagu, Earl of Sandwich who lived and ate from 1718 to 1792).

My own personal introduction to Pizza, however, was in the middle thirties, which got me to wondering as to whether I had missed something in my childhood. Apparently I didn't. My old dictionary, copyrighted in 1926, makes no mention of pizza. My "new" dictionary, copyrighted in 1934, not only carries pizza but also pizzeria. This checks out pretty well with my own opinion of myself (that I'm a pretty up-to-date fella).

My initial encounter was thru a friend who said he was going to give me a "surprise" lunch. We drove to the Maxwell St. district (a slum area at that time) of Chicago. Here behind a rather dirty and much battered sign reading "Pizzeria" were two (of the same variety) draw curtains behind which were four tables with the inevitable red checkered cloths.

We waited in the heat (along with the flies) and waited and waited and waited. Finally, came the "pizza". It was not round—it was not square—it was shapeless like a mud pie that had been just plopped on the sidewalk. It was multicolored and multidecorated with many strange "shavings". It was truly a surprise—the surprise being . . . it was good (to eat that is).

In fact it was so good (to eat) that I surprised many of my own friends in the same fashion. It was explained to me that pizza was a native Italian dish or pie or plop prepared for special holiday occasions. Different districts and different hosts made them according to their own special tastes and formulas accenting each with what they considered the delicacies of the area. Normally they were prepared in a very large size and cut into pieces for sharing.

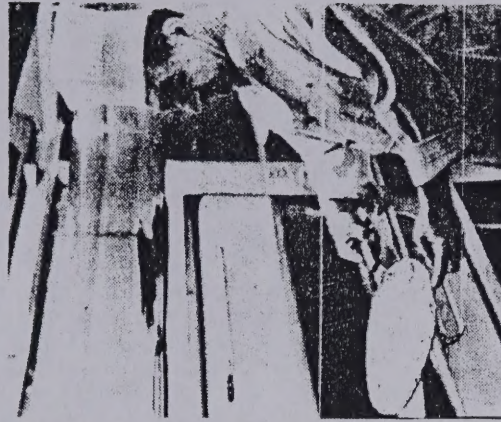
Scene 2—plus forty years or so

Like all things, American, we tend to put them on an assembly line or packaged arrangement and so it went with pizza. Retirees from the

*While the
Raymond
Parrino*



careful . . . hot



the master's touch
add the goodies
it's on the line

13 Sept. 1970



*When love is true,
you can't help
but know
how very lucky
you are.*

D



Willie darling

You're my lover

and my best friend.

You listen if I'm silly or sad,

if I've got special news,

or just want to talk.

And you always share with me

what's important to you, too.



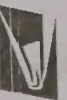
You stand by me
no matter what happens,
ready to give me whatever I need—
love, encouragement, comfort.
I couldn't have asked
for a better lover
or a better friend than you.

HAPPY
Valentine's Day
Jolson



F Jenkins Jr
841 Country Club Ln
Coronado CA 92118-2410

Ms. Willie Brown
2012 Pine Mesa House
Colorado Springs CO 80918-3655

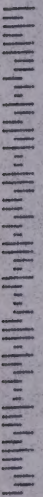
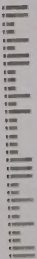


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Willie,

Wanted you to have
something under the tree
from me and

God bless you
at this joyous,
holy season.

Jolson



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Willie

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I was wondering

(TAKE OFF YOUR SHIRT.)



what would be

(TAKE OFF YOUR SHOES.)



the best way

(TAKE OFF YOUR SOCKS.)



to celebrate

(TAKE OFF YOUR PANTS.)



Valentine's Day

(TAKE OFF YOUR SHORTS.)



this year.

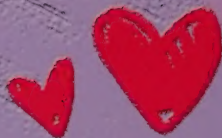


(HOP INTO BED.)

Darling Woman,

Got any ideas?  

when I can't kop, I'm reduced
to fantasy. Much love to you
darling Johnson



0979



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Willie Lee Brown
2012 Pine Mesa Grove
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40914+3655





For Laura

Willie Darling,

A little something to end my
battle with cokes at your house.

Johnson

© *Paul Landry*

© *The Greenwich Workshop, Inc.*
Shelton, CT 06484

Willie



Willie darling,

As you will note my familiarity with my old camera does not extend to how to properly unload it



*"Blessed are the merciful:
for they shall obtain mercy."*

Matthew 5:7

May the
Peace and Joy
of Christmas
abide with you
throughout the coming year

Jolson









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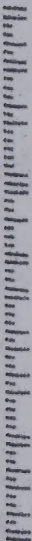
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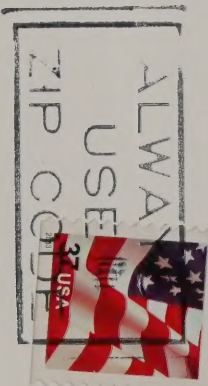
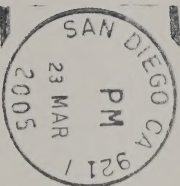
FOLSOM JENKINS

-3/22

Darling,

A little remembrance from our loving
time. Maybe it will take you over some
time we live again.

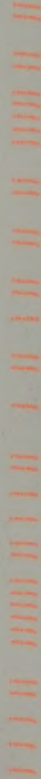
John



Ms. Willie Brown
2012 Pine Mesa Lane
Colorado Springs CO 80918-3655

五、六、七、八、九、十、十一、十二、十三、十四、十五、十六、十七、十八、十九、二十、二十一、二十二、二十三、二十四、二十五、二十六、二十七、二十八、二十九、三十、三十一、三十二、三十三、三十四、三十五、三十六、三十七、三十八、三十九、四十、四十一、四十二、四十三、四十四、四十五、四十六、四十七、四十八、四十九、五十、五十一、五十二、五十三、五十四、五十五、五十六、五十七、五十八、五十九、六十、六十一、六十二、六十三、六十四、六十五、六十六、六十七、六十八、六十九、七十、七十一、七十二、七十三、七十四、七十五、七十六、七十七、七十八、七十九、八十、八十一、八十二、八十三、八十四、八十五、八十六、八十七、八十八、八十九、九十、九十一、九十二、九十三、九十四、九十五、九十六、九十七、九十八、九十九、一百。

841 COUNTRY CLUB LANE
CORONADO, CALIFORNIA 92118-2410





2 20 05

... my DW gets her valentine
late



2417 001 N N N-1 10 GR08 2063.5/100.0







I miss your smiley face!



Darling Woman ... just like your
tongue, you're all over
the place

Much love to you and
my love kitten
Edson



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F Jenkins

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24 Feb 2004

Falsom Jenkins

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K



Willie darling,

What best sexual reminder do I hope remains,
as I go, for go I must?

Will it be the tongue roaming your cave,
your legs ensuring he remains tussled?

Perhaps just the sensation as my hand
moves across your bottom, for you know the
pleasure that gives me?

Or the excitement you bear as Peter is
warmly encased and your insistent suck is
setting my seed free?

I hope all these do remain and many others
for they need to hold you till again I do

Jolson



Original Art by Anita Phillips
© Sagebrush Fine Art

Alibi



V. PREIFER -

Willie darling

Why have Lovebobs just been left around?
A reason, you need to provide stimulus for
the period her bare breasts do not have your
lips in a surround

And as the cover here speaks of seed
What you hope skill remember when
you filled her to meet her need

And until the next time you have her with
you, you want her to keep a feeling as
though just now you penetrated her round.

RM/LM/JM

Original Art by Valerie Pfeiffer



Willie

Willie



thinking
of you...



Willie darling ... finally remembering
to respond to all the love and
affection you've shown me

Your Folsom



N7403

Quiet Reflections...from an original painting by Nancy Phelps
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FOLSOM JENKINS

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Willie Darling,

Had a most wonderful time,

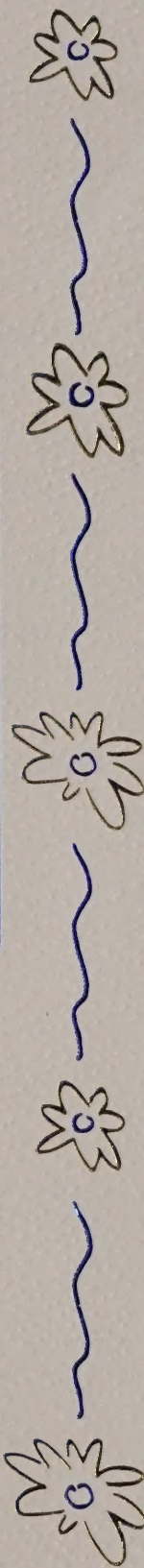
Loved all the love and affection

Let's do it again soon

Love

Edison

You're a
Special
Woman





In all the world,
there is only one you—
one unique person
with your own
special qualities...

Willie Darling,

May you always
follow your heart
and trust your abilities,
knowing that those who love
and believe in you
find so much joy
in the wonderful person
you are.



Happy Birthday

The words in this card are
very nice, but its not till I
reflect that I've had another
wonderful year with you, that
your birthday causes me to focus

Then as I send this card I
thank you for the passion you have
relit in me each and every
time you give yourself to me.

We have something wonderful
and I hope it continues

Your
Jolson



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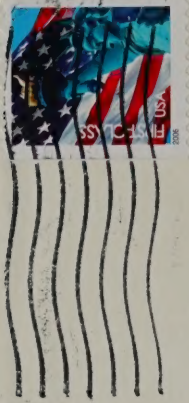
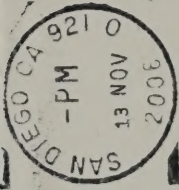
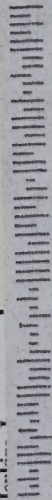
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Ms. Williee Brown
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Thinking of You...





...with warm and heartfelt thoughts
... actually hot and passionate and I'll
be back soon

Blom



*Original Art by Kathy Hatch
Courtesy of MHS Licensing*

Alibi





Willie darling,
Is our loving unlimited?
I would hope so for it is
bringing extreme pleasure to
my loins and schemes to my
mind for our improvement.

I apologize again for
scaring you

Falsom

LES BORDS DE L'EPTE A GIVERNY

Monet

(1840-1926)



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Willie

Wednesday, April 16, 2008

Two days of over seventy degree weather and it has been just beautiful, but has turned a little windy today. But for two days you can see it's not always the Arctic Circle up here, and the sky been that deep blue, and it's beautiful.

Last Saturday went to dinner with the Lewis'. We had Mexican, which I shouldn't have been eating at this point, but it was too nice of an invitation to pass up. One of daughter is getting married in September. Getting married at Beaver Creek, and the reception is at Vail, or maybe it's the other way around, I can't remember, but are worried about where their guests can get rooms to stay. I had said before that your oldest son worked in Beaver Creek, and I imagine you are going to get asked if he would be able to give them suggestions on where to point their guest for rooms. I have invited them for an early dinner with us at Jake and Telly's, my treat, while you are here, if that's okay with you. I can change it if you would whether not.

Summer's car broke down again, and she had some running around to do, so Monday I spent the day with her. We had to make trips to the bank, the post-office (both had to mail income tax returns, and misc. junk.) Then we went for a lovely lunch at a nice restaurant "Biaggi's", so I could order good food that was not going to irritate my value problem, which I did. Brought home several containers of soup, which will not aggravate it, and give me a variety of soups to eat until I get up the energy to make some soups up for myself. After lunch we went to Whole Foods to do our shopping for foodstuffs, and by the time I got her home, and myself back home it seven in the evening. Oh man, this was one tired body, and for a change I went to bed early. So you can see it's not always the Arctic Circle up here, and the sky was such a deep blue it was beautiful.

Have some map work to do, so better get busy, for I am trying to plan Mary and mine trip so I can just drive and enjoy myself and the scenery. Do not want to have to worry about where I am going next, or where we are staying that evening. Mary is not great with maps, so I have to have it all written down for her.

Hope all is well with you. willi



Thank you
so much!





Willie,

You sure know how
to bring on the smiles!

Even better the
laughter

Until next time, darling

Much love

Blossom



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June Journey Continued

From: **WILLIELEE BROWN** (misswilli@q.com)

Sent: Sun 7/13/08 12:16 AM

To: George (starlog3@cox.net)

Chapter II

The ride to the Dam was a pleasant one as we rode along on highway 93 stopping at viewpoints and marveled at lovely Lake Mead that lay so far down from where we stopped for these viewings. We were in awe by the knowledge that the Lake is here because the Colorado River flows 1400 miles to this point, and because of the completion of Hoover Dam. The floods and drought cycle stopped once the Colorado River was contained and ceased to run wild. The maximum depth of the lake is 589 feet and the dam is 726 feet tall so the water never spills over the dam like it does in some other dams.

I have pictures of a Uncle at the Dam taken during construction of the Dam. He worked on it for a year or more.

Security is tight we were stopped at a police secure station before arriving at the dam, and when the Dam became into view I was amazed at the changes that have been made since my first visit to the site in the early 1950's on my honeymoon with my first husband, Ray. There is a 459-space parking garage; visitor center and several more building now, the artwork and sculptures are beautiful. The construction of the Dam is superb, and the stories of it's building to numerous to mention here, although the story of Hoover Dam's Mascot is to good not to summarize. He was a pup that was soon traveling to the Dam everyday with Morgan Sweeney and Blackie Hardy in their transports, and soon endeared himself to the workers. He must have decided that the Dam was to be his life for every morning he boarded the Transport with his sack lunch in his teeth provided by the commissary, which he placed beside the other workers lunch pails, and when the whistle blow for lunch he raced to his sack lunch and waited for someone to open it up for him. He spent the day inspecting everything riding the open-air elevator to cover the ground from top to bottom of the Dam, and when he wanted on a skip, he barked, and when he got to the level where he wanted off he barked, and the operators would stop for him. He would race across the swaying, unstable surfaces of the catwalks hundreds of feet above the Colorado River without a care. All the Dam workers loved him, and when a truck accidentally killed him he was buried in the rocks overlooking the Dam. So in death as in life the Hoover Dam mascot will look upon the dam

he loved for as long as it will stand, and when the wind howls around the towers of the dam, the old-timers smile knowingly. It isn't wind. It's the dog baying at the ring-tailed cats, he at one time chased out of the tunnels that housed the river until the Dam was completed.

Another amazing thing is that a 2025 foot long bridge is being built 1500 feet downriver from the Dam at a cost of \$234 million, and it's going to be another engineering marvel.

Knowing we had to move on we left the area stopping only long enough to make sandwiches, and sailed through Las Vegas not even stopping to drop a quarter in a slot. By evening we had left Nevada and a corner of Arizona behind, stopping for the night in Cedar City, Utah at a lovely place along side the enter-state. We enjoyed a lovely dinner in our room while reflecting on the magnificence of the sights of the day.

And although I may not mention it often in the description of our daily doings, of this and that, our time is also full of card games, which Maryalice and I totally enjoy. So when I leave this fact out of our days activities you have to know we didn't skip any days without at least a game or two of this very gung ho activity.

So until later I will close.

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Ham Sister Reunion Chaper X the end

From: **WILLIELEE BROWN** (misswilli@q.com)

Sent: Tue 7/22/08 2:08 AM

To: George (starlog3@cox.net)

Chapter X

I've been asked if I had been in, or gone through the aftermath of a tornado, and I have to answer, "I don't think so." Hail, tornados and severe winds came with thunderstorms and happen often in the United States, and they vary in their makeup so much that they are unpredictable. Hail may come before a tornado, but not after a touch down, not to say it hasn't happened in the past or might happen in the future. Our experience in the hailstorm was bad enough we didn't need a tornado to go with it. However, after this encounter with large hail stones everything that has happened since then has been calm and quiet, much to my relief.

Being in Arizona gave me the opportunity to have lunch with two dear friends of mine from high school. One day with Stone Wahl and another with Mary Hoke Clingman, and both lunches were full of chatter and laughter; Mary has only been in Sun City for seven months. Loves her new home, and it is lovely--she graciously showed us around--but she hates the heat. I am sorry to report that Stone is not doing that great, but better than he was some month's back. He's happier with his new care home. He has a lovely room, and Stoney his son brought his favorite chair in, and a big screen television and a few things of his to make it homier. I like this care provider a lot better than the last one, and the neighborhood is lovely, too. I think he is comfortable.

My daughter-in-law Lynn (or as far as I am concerned, my daughter) flew down on Saturday, July fifth, and Shelly picked her up and took her home for the night. She needed to spend time with her granddaughters Kayla and Cassie who are my adorable two great granddaughters. In just two days they had shopped, ate out, pizza on the menu, of course, had fun at the park, and enjoyed swimming at the pool twice, Lynn's amazing. After Maryalice and I take pleasure in lunch with Mary Hoke Clingman on Sunday we went to my grandson's home visiting for a while. Leaving Avondale where the kids live, bringing Lynn with us we heading back to Maryalice's in Gilbert. For dinner we had Mary's famous lasagna, she lived up to her reputation it was delicious, then the completeive card games began. My grandson, Micah had been working on Sunday, so he came over to Maryalice's on Monday, for a visit. After lunch we talked him into a card game, which he arrogantly claimed he would win, "wrapping the floor with us mere girls." Ha! But

guess who had the last laugh, oh yes, it was ole' feeble, frail me that wore that smug look upon her face.

On Wednesday morning Lynn and I started our homeward trip coming off of the hot desert floor to the cooler high desert, and breathing a sigh of relief as blissful coolness greeted us. We stayed at the lovely old El Rey Inn in Santa Fe, eating leftovers from the night before' yummy dinner, the room offered a microwave to heat food. It was early afternoon when we arrived home, our travels at an end.

The temperatures didn't relent from their 110/111 heats in Arizona until after I left, and then I arrived home to 101 degrees, and my air conditioner wasn't working. My children soon had it operational leaving me to go back to my regular everyday life routine. The weather is still warmer than I like, but is beautiful compared to the desert, and it's July temperature of HOT!

My multitude of sightseeing enjoyment's, my unusual weather's attention-grabbing events, my card game's exciting rivalry, my happiness of being with loved ones, friends and family alike, has been a magnificent period in my life, I have it all in my mind and heart to treasure for the rest of my life. Now tell me what more can anyone need?

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Ham Sister Reunion Chapter VII

From: **WILLIELEE BROWN** (misswilli@q.com)

Sent: Fri 7/18/08 6:24 AM

To: George (starlog3@cox.net)

Chapter VII

The truth is, except for the wild and woolly Bison we finally did see up close, most animals were seen outside of the Park. I almost hit a elk or deer or moose, we couldn't tell it was growing quite dark as we made our way back to our lodgings for the night. We did see an elk at dusk, but by the time I got stopped and aimed my camera his pose was that of a rather large hind end. The closest we came to a bear was on a postcard, and we did see people jumping from their cars to look over the edge of a ravine, and someone said, they were two bears down there playing. A Ranger was coming to shoo the people away, so we didn't stop. The bears where playing, and that's the key word here, which has me wanting to share a little "Food for thought" with you, so here goes, "a woman's tale." In this life I'm a woman, in my next life I want to come back as a bear. When you're a bear you get to hibernate. You do nothing but sleep for six months. I could deal with that. Before you hibernate, you're supposed to eat yourself stupid. I could deal with that, too. When you're a girl bear, you birth your children (who are the size of walnuts) while you're sleeping and wake to partially grown, cute cuddly cubs. I could definitely deal with that. If you're a mama bear, everyone knows you mean business. You swat anyone who bothers your cubs. If your cubs get out of line, you swat them too. I could deal with that. If you're a bear, your mate EXPECTS you to wake up growling. He EXPECTS you will have hairy legs and excess body fat. YUP! Gonna be a bear. The author is unknown, but I might have written it myself, cause it's right on.

Geysers are amazing; it's thrilling to watch their powerful eruptions as they discharge their spume high into the air. Old Faithful in my opinion is the most magnificent in the park as the spray sometimes reaches a hundred and forty feet, this doesn't make her the largest or widest, but who cares. Our view of this dazzler was not disappointing as it greeted us with its thrilling display ten minutes early. The beauty must have known we needed to reach Jackson Hole, Wyoming by nightfall, and was giving us a head start.

The waterfalls can easily be described as elegant they cascade out into open space with a grace that is alluring. The violent rushing water may plunge a hundred feet or more to a pool that sends mist soaring, and with the sun's help there's a beautiful rainbow. There wasn't one single waterfall viewed we wasn't impressed with.

The brush strokes of brilliant colors in Yellowstone's Grand Canyon almost brought tears to my eyes, and with all that stylishness the added grace of the lower falls that sends its multitude of rushing, bubbling, tumbling, gushing water over the canyon floor can't be correctly expressed for beautiful, magnificent are not good enough words to explain it.

The hot springs and their array of colors are spectacular, and the lobby of the Old Faithful Hotel a masterpiece, the rivers and lakes clean are and pleasing. And the Mammoth Hot Springs is like nothing else in the park. These travertine formations are formed as hot water rises through the limestone, large quantities of rock are dissolved by the hot water, and a white chalky mineral is deposited out onto the surface resulting in terrace like formations. The colors are caused from a variety of bacterial algae that survive at various water temperatures.

We left Yellowstone and drove into The Grand Teton National Park, and the view of the mountains here is defiantly magnificent. Our cameras were working overtime for quite a while. Just before entering the town of the famous Jackson Hole, Wyoming we found a motel and relaxed, and then we were lured to sleep by the sounds of the motels swishing washing machines going all night long.

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Maryalice Pittman and Willielee Brown's June Journey (two of the Ham Sisters)

From: **"George"** <starlog3@cox.net> (misswilli@q.com)
Sent: Fri 7/11/08 10:25 PM
To: George (starlog3@cox.net)

Chapter I

Have added a little to the start of my story so you may want to delete the the other one, and put this in it's place as I write of this past six weeks adventures and miss adventures while on vacation. And so I begin the first episode of my attempt at portray the heartwarming excitement of each of those days. Days that gave me a touch of enjoyment that kindled my emotions, heightened my feelings of wonder, gifted me with love from those dear to me, and kindness' from strangers. There were times of delightful restfulness, and other times of overwhelming weariness from days of endless driving, hiking, shopping or other pleasures searched for and found.

I have to add to this list, under iffy experiences, the trips to each and every gas station needed to fill the belly of my greedy gas tank adding a smidgen of pilfering from my pocket book. With the very worse prices coming from my very own delightful state of Craig, Colorado with unleaded costing a whopping \$459.9 cents a gallon. That's bad, but guess what???? My car uses premium, the top of the line, first class, the finest, and that was 40 cents additional per gallon.

There were still scattered patches of snow donning Pikes Peak as I backed out of my driveway on 01 June in this year of 2008, journeying as far as Santa Fe, New Mexico. That first day of being on the road "again" was lovely with cool temperatures of seventy-two degrees following me. However, the next day as I worked my way from the high desert down into the dry barren regions at almost sea level, and then on into Gilbert, Arizona temperatures rose to a scorching 111 degrees. Ugh!!!

My enjoyment and interest in books on CD's kept me entertained as well as awake as I put mile after mile behind me. I am smart enough to listen to stories with a lot of excitement, and spellbinding story lines for these purposes, however a fantastic love tale accomplishes the job just as well, given that I am a romantic person.

Sister, Maryalice—who some of you may not know--worked through Thursday, so Friday after driving up and down highway 17 a few times in Phoenix (Mary kept telling me to trust her, she knew where she was going—ha!), we finally got out of town arriving at Kingman Arizona late in the day.

It was Lewis Kingman, who established the town and located the Santa Fe Railway along its path. The first train pulled into town in 1883. In 1926 the highway that paralleled the railroad that ran through Kingman was officially certified US Highway 66. After the Great Depression millions traveled this highway in hopes of finding a new beginning out west. The town grew and prospered as the Trade and Transportation Center because of

Route 66, so now the town boasts, and rightfully so, of being the heart of the Historic Route 66. This town is where we lay our heads and bodies for our first night of "sometimes" dubious rooms and beds, although I will have to admit this town provided us with comfortable lodgings starting our stays in strange places in a positive matter.

On the way out of town we enjoyed one of the old Santa Fe Railroads Engines, and took some very nice pictures of it before heading for our next sightseeing stop, which is to be Hoover Dam. The sky was a deep blue, temp's at 89 degrees but climbed as we entered Nevada and parked at the Dam.

To be continued

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Ham Sister Reunion Chapter VIII

From: **"George"** <starlog3@cox.net> (misswilli@q.com)

Sent: Fri 7/18/08 6:25 PM

To: George (starlog3@cox.net)

Chapter VIII

At the base of the Teton Range is a large fault, which causes earthquakes of magnitudes up to 7.5 on the Richter scale every few thousand years. This causes the mountains to lift skyward and the valley floor to drop downward.

The beauty of TheTeton's is the backdrop for the tourist town of Jackson Wyoming that is nestled in the valley of Jackson Hole. The town is sometimes mistakenly called Jackson Hole, however the town is Jackson, and the whole valley is Jackson Hole. It sets at an elevation of 6,234 feet. Jackson benefits from being close to ski-resorts, fishing, hiking, biking, kayaking to name a few of the outdoor activities that draw million to the city each year. It boasts of having the largest ball of barbed wire, and large arches of shed elk antlers, which decorate the four corners of the square. Boutique shops, art galleries and restaurants all with a mountain charm surround the square. The city of Jackson gained nationwide recognition when in 1920 the "smart" citizens of town elected the first all woman city council. This helped in the state being known as the Equality State. The citizens of Jackson Hole's have winter neighbors, which are as many as 11,000 Elk, and a free roaming buffalo herd, along with many other species of wildlife that reside in the National Elk Refuge, located just outside town.

The movie "The Big Trail," which was filmed in Jackson Hole in 1932 gave John Wayne his first speaking part. It is alleged that here John rode a horse for the first time. This town was the location for 15 other feature films including "Shane," "Spencer's Mountain," "Any Which Way You Can," and "Rocky IV." The town is a favorite destination for celebrities some who have part-time residences in and around the town of Jackson. Names like Harrison Ford, Gary Shaw, Vice President Dick Cheney, Tiger Woods, and Sandra Bullock are a few of the popular ones.

Mary and I thought the Valley very lovely, the mountains breathtaking, and the town was attractive, but we had seen so many other towns so much like it, that we were not that impressed. Maybe if we had of had more time to spend there we could have found the reason so many others think of it as more unique and appealing than other places like it.

Leaving town we kept to the back roads when possible as we moved from Wyoming into Utah where we come upon the Flaming Gorge National Recreation Area, crossed over the Green River at the Flaming Gorge Dam, where we stopped to enjoy the lovely lake, the Dam, and the red rock in the area. The road out of the Gorge climbed, then boosted of having nine switchbacks to maneuver until reaching the bottom. It wasn't as bad as it sounds, and the scenery was outstanding. We saw a stray antelope now and then in our travels, and continued to do so until we found ourselves on highway 80 where we joined in the flow of trucks and cars that seemed to be in such a hurry. Finally turning off on highway 13 we had a pleasure ride to Craig, Colorado. Here we spent the night, and filled the car's tummy with the liquid gold I earlier in this saga mentioned, with annoyance.

The next leg of our journey took us further south in Colorado onto Highway 70. This section was full of enjoyment, delights and the beauty of the fast flowing Colorado River, and the magnificence of the Rockies to a scary point on highway 24 that was to take us to Leadville. This section of roadway took us up, along the top and down the other side of a huge mountain on narrow, twisty, curling, steep grades that weren't fun to maneuver. Back on the flatter land I was enjoying myself again. Happy by begin surrounded by striking snow-capped mountains that loomed all around us, and then Leadville was in sight.

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Ham Sister Reunion Chapter IX

From: **WILLIELEE BROWN** (misswilli@q.com)

Sent: Sun 7/20/08 4:20 AM

To: George (starlog3@cox.net)

Chapter IX

This is my third visit here, and the allure of Leadville (pronounced "led") is enchanting, and proudly promotes its inspiring 310 days of sunshine a year. The town rich in gold and silver mining history can be expressed as a luxurious and glorious city of the past. Nestled as high as two miles it is sometimes literally sitting in the clouds, hence the nickname of "Cloud City," another pet name is the "Magic City." It has been designated as a National Historic Landmark District, which has preserved the original 70 square blocks of Victorian Architecture that joins the 20 square miles of the Leadville mining district. I think the specialty shops, restaurants; sleeping accommodations and museums give the town a richness of atmosphere and Victorian appeal. It also boasts at once having the highest railroad line in the West, and has the highest 9-hole golf course in the United States today.

Just on the main avenue there are fifty significant 1870 buildings, which include two of the only structures remaining of Horace Tabor, the Tabor Opera House and the Tabor Grand Hotel. At one time this was a city of 30,000 people, many of who were famous like J.J. and the unsinkable Molly Brown, Horace and Baby Doe Tabor, Guggenheim, and Charles Boettcher, and famous visitors included Doc Holliday, Buffalo Bill, Frank and Jesse James, Texas Jack, Susan B. Anthony and Oscar Wilde. The whole area has exceptional scenery, crisp mountain air, and pleasant summer temperatures that we enjoyed all afternoon.

It was in 1860 when Abe Lee discovered gold in California, but it wasn't until 1877 that the Silver Boom began the initiation of wealth for the most famous citizens of Leadville. Our afternoon was well spent, but as it was still light we decided to take highway 24 on into Colorado Springs, and stay several days at my home. Mary lived here for nine years in the 1980's when Bill, her husband worked for my husband at Brown Disc Manufacturing, and after the company sold he worked for another company. Mary was surprised at the growth and enjoyed a few of my family members while here, and we of course, went to the Chocolate Factory in Old Colorado City, where a touch Colorado History remains.

The trip to Maryalice's started on the morning of 28 June on a lovely calm, quiet, relaxing day as we stopped at our favorite Deli for food, and drove

peacefully into New Mexico where we meet with strange phenomenon. We were traveling west on I-25, munching on an ice cream cone we had bought in Raton, making some yummy sounds, and watching in the distances a black menacing looking sky. We passed Wagon Mount moving closer to this alarming darkness, and watched a funnel like cloud dip out of the black mass hanging over the area in front of us. It would drip, then glide up and was lost, only to appear again, finally touching the ground a few times before completely disappearing. Then about halfway between Wagon Mount and Santa Fe we were all of a sudden in this darkness we had been scrutinizing when cars, and pickups started to appear in ditches, and at the side of the road in a twisted positions. It was like they pulled off the road, pulled forward, and backed up at an angle as if parking in a slanted parking space in a town somewhere. At the same time large rock like hail was pounding down on us, the wind was forceful, as we rocked a little. I kept moving upon the heavily hail covered roadway at the rate of a snail, ten to fifteen miles an hour for well over an hour, covering a considerable distance under a sky that was dropping its load of ice balls on us until we finally creep out of its grips. It was a pleasure to finish up our day's trip in the delightful town of Santa Fe, where only white cotton ball clouds seemed to slumber in a quiet sky. We stayed in the El Rey Inn, one of my favorite resting spots in town. We ordered Mexican food to our room as both of us were moving around on shaky legs, and didn't want to be in the car again, at least until morning.

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Thinking
of you



Willie darling,

The pleasure in hiding lovebirds as opposed to
singing

May lie somewhere in the time together we've
been spending

The head works hard for that place, never
far, where, not expected, the bow pops out

"Having a perfectly wonderful time" it
seems to shout

There with the hope for more wild love and
affection, we have the bow ending

Folsom



Original Art by Zhen Huan Lu
Courtesy of Applejack Art Partners

Willie





Willie darling,

The discovered lovehow needs an extra measure of bling for it does not come to you from the machine, but rather from the man in your bed and your dreamed

From the measuring point of his chair he watches and hatches schemes that involve get you bare and delightfully feeling your seams

In these riotous delights that move thru his mind

His hope always is that you have a like

Kind

And each time we desire for our pleasure, I have already imagined your delighted screams

Folsom



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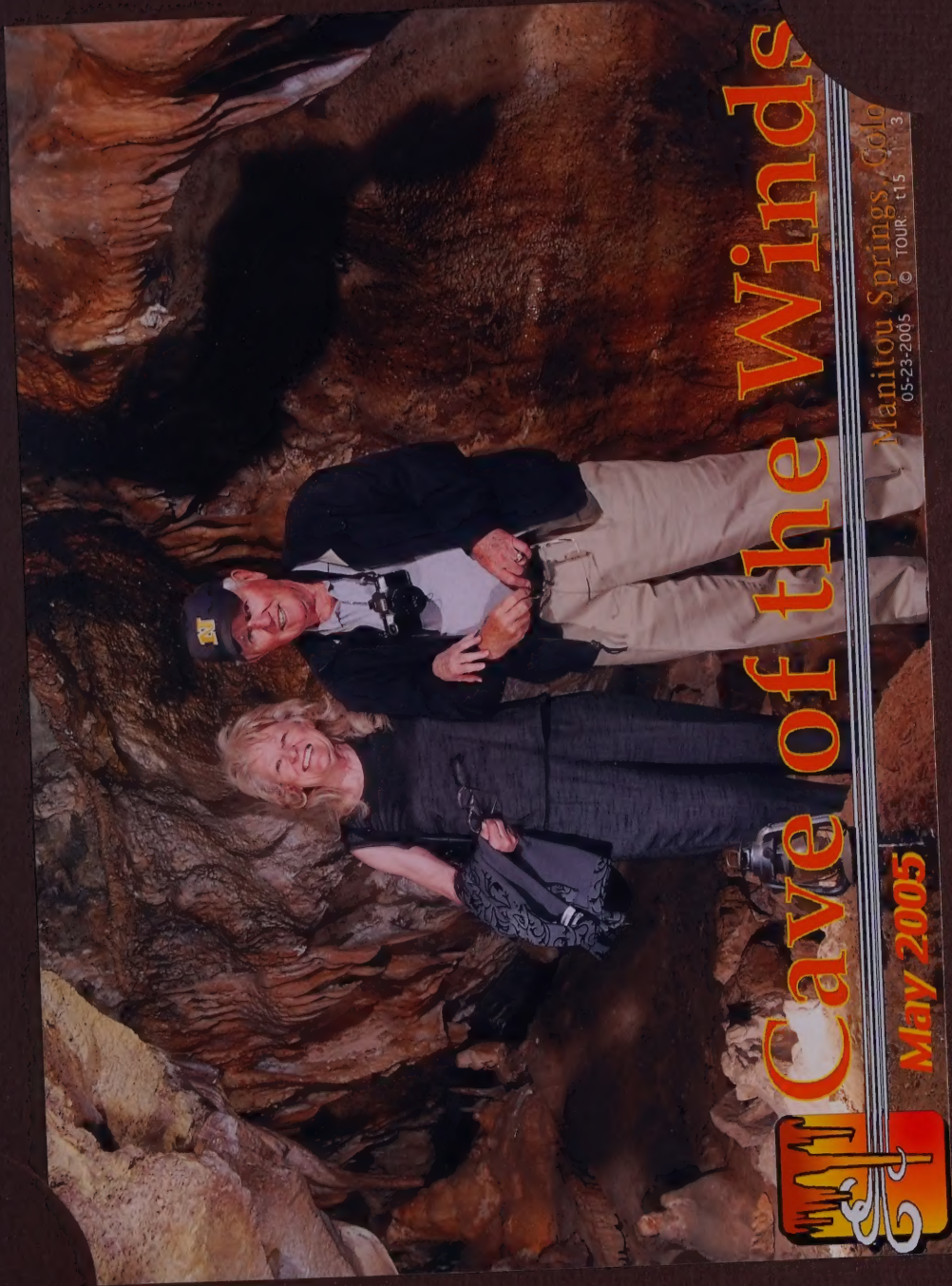


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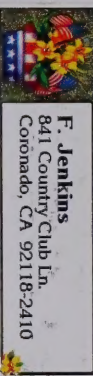
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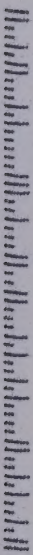
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Just for You. My Darling
Willie.



ATIME TESTED HOME GROWN REMEDY FOR THAT BAD DAY WITH THE DOCS

1. You are greeted at the door with flowers + warm or cold towels (depends on season)
2. Your clothes are removed and you are taken to shower, where you will be totally washed. Your attendant will shower with you
3. Finishing you will be put in a warm tub to soak Warm fragrant oil will be of your choosing
4. You will come out of the tub to warm or cool towels once again and be led to bed for lotion application and massage
5. Your initial position on the bed will be face down with legs widely spread. There will be full body lotion. Your attendant will then start hot towels to the base of your spine to loosen muscle mass.
6. When loose, the attendant will turn you over, Putting your feet in his lap and working to lubricate and stimulate each digit
7. Finishing that your attendant will apply full frontal lotion and commence full frontal massage. Particular emphasis is placed on getting maximum pelvic movement, getting strong response to belly pressure. you will be encouraged to conduct a

complete examination of your breasts or the attendant can do this for you and finally your shoulders and upper arms will be tested for mobility

8. We have added an 8th procedure to our fledging program based upon women reporting back to us after just one session. They would enjoy extending the treatment for perhaps 8 to 12 hours where they would get a good nights sleep and be capable of assessing full benefits

I think of you.

Should you have comments or questions on this our initial prospectus please feel free to contact us @

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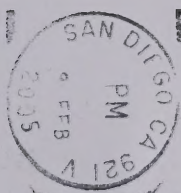
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To My Love

ON VALENTINE'S DAY



*O*ne look at you is all it takes
for me to fall in love all over again.

Something in your smile
makes me feel things I've never felt before.

It's as if I'm discovering you,
feeling love for the first time.

One kiss from you is all it takes
to remind me how special you are to me,
how right we are for each other.

One touch from you is all it takes
to make me forget the rest of the world...



My darling Willie,

It's been sometime since I last sought a Valentine. The search was difficult. Most were more gushy than you know me to be.

In this card that talks to your smile, your kiss, your gentle touch, your embrace and your giving of yourself, I decided it would say something to you which I know you long for.

You should know that you are my love and my words and this card hopefully will warm your heart,

Much love

Tolson

*Troubles and cares seem to vanish
when we hold each other close.*

*One night with you
and I feel indescribably happy,
as though I've been given
one of the most precious gifts life has to offer—
to love and be loved by you.*

*Being with you, looking into your eyes,
holding your hand, touching your cheek,
is all it takes to convince me
that love was made just for us.*

*HAPPY
Valentine's Day*





Season's greetings and best wishes
for happiness in the new year.

Hunter, Betty
+ Jack

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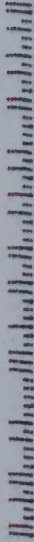


Mr. & Mrs. Benjamin H. Brown
2541 Darnell Road
Lewisburg, TN 37091

Willie Brown
2012 Pine Mesa Drive
Colorado Springs, Co.
80918-3655



0514+3655



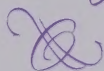
Today, Tomorrow, and Always



Willie darling,

Wishing you
all life's good things —
laughter shared with friends,
Joy in simple pleasures,
love that never ends,
Bits of life so wonderful
you never could forget,
Chances taken,
dreams pursued —
no shadows of regret —
Full-of-promise mornings,
happy-ending days —
Happiness experienced
a thousand different ways.

Have a Wonderful Birthday



... not my words, but very much my thoughts
where you're concerned

Jolsom

Nov 2005



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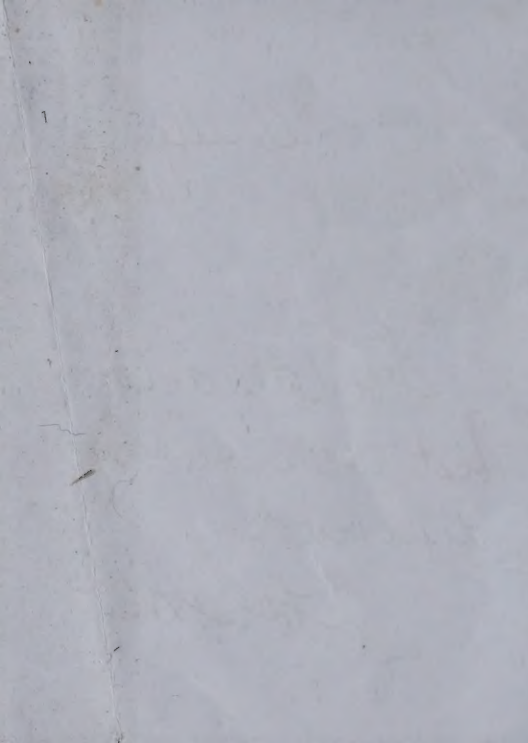
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Willie
Earling

Good notes are
best when finally
discovered

Edison



Willie



Willie Darling,

You wanted a quick pop in the A.M.
.... and fingers in you worked fine

You wanted a quick pop in the P.M.
.... more fingers this time

You wanted a quick pop at noon
.... here the tongue was employed,
the results sublime

You wanted a quick pop as you went
to bed

.... here at last the penis was employed
and got all your bells to chime

.... and after all this we
were fine

Jolson



KATE'S COTTAGE
Original Art by © William Mangum
Limited Edition Prints by
Somerset House Publishing, Inc.
Houston, TX 77043

M6756



Printed on
recycled paper.



you still
make my heart race.

you still
make me blush.

you still
take my breath away.



Willie,
you're still the one. *I'm still your lover*



happy valentine's day

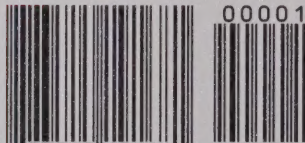
Jalson



1401



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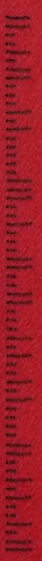
F Jenkins
841 Country Club Ln
Coronado, CA 92118-2410

SAN DIEGO CA 921
05 FEB 2008 PM 2 L



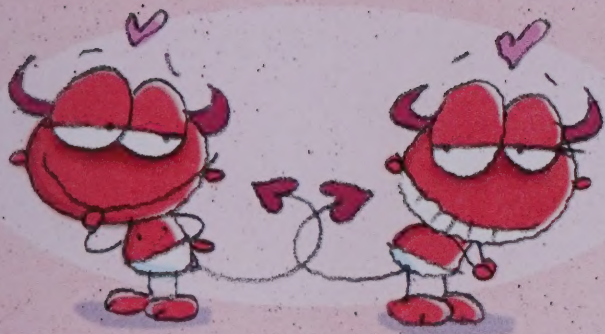
Mr. Wilhelm Beyer
2012 Pine Mesa Street
Colorado Springs CO 80918-3655

80918+3655



I'm feeling
naughty.





Care to join me?

Willie,

Happy Valentine's Day

from your fascinated lover
Jolsom

1403



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May 2003

Willislee Brown



Willielee Brown

From: "Folsom Jenkins" <fjenkinsusna53@mailstation.com>
To: <wilham@qwest.net>
Sent: Friday, October 18, 2002 8:28 PM
Subject: Some answers

I was born May 1931 in WASH. D. C..My fatherwas assisting the Naval Research Lab in work which led to SONAR Earilerthat yr he transferred to aviation and when my mother could travel we joined him in New Jersey. In 1933 we went by ship to San Francisco,my father having been orderd to Moffet Field in Sunnyvale,CA.In 34 my mother and I came to Coronado,my father having command of a destroyer inSD.In 35my parents purchased in Hillcrest and my mother supervised the renovation until the birth of my brother Nov. In 37 my father was put on the retired list.We spent the summer and fall on the east coast where he thought the best job prospects were.Returningto SD I started school at Florence elem with names you know: John Allen,Ed Simpson,Dick Chapin Jack Stubbs and joined later by Harry Jacobson.With the onset of WW2 my father and my schooling from 4th thru 8th was in Louisiana Mississippi and New Jersey. I actually entered HS withthe class of 49 in Toms River
NJ. Returning to SD I was required to finish 9th grade at Roosevelt.But it was greatto see the guys again.And you are right Pearl was shore duty.

10/18/02

Sunday, 20 July 2003

Willielee & Folsom meet around six pm at the Hampton Inn, Denver Southwest, 3605 South Wadsworth Blvd., Lakewood, Colorado 80235 (303) 989-6900 DENLK..Hampton@hilton.com

Ordering dinner at the near by Bennigan's Restaurant the couple had a nice meal-Willie having $\frac{1}{2}$ Pork dinner & Folsom the Caesar Salad with Chicken. Savoring the nearness of the other, smiles framed each face, and they sauntered in the early twilight—arm-in-arm—chatting, laughing and viewing their lives as wondrous.

Monday 21 July 2003

Taking time for a brief pause at the grocer's to collect a few munchies they then benefited greatly from a yummy brunch, at a little Family Restaurant nearby. Drove to a lovely Lake where they sat jointly and read, talked & teased, taking photo's—after Willie figured out how to use her camera—having a leisurely time together. Folsom seize the opportunity for a dip in the Hotel pool before we ate at the closest Restaurant Bennigan's having a light meal, as neither was overly hungry. Folsom selected a favorite of his Potato Skins, while Willie opted

for grilled Shrimp and Chicken off the extensive Appetizer list. Equally satisfied by the consumed feast, the togetherness, afterwards—a need to touch—strolling hand-in-hand, in the coolness of dusk to soon arrived back at their lodgings.

Tuesday 22 July 2003

Coffee swallowed, newspaper read the two gathered cold drinks, cameras and heading for a day of sightseeing and photo opportunities. Going west on highway 6, turning onto the old Lariat Trail, where expertly Folsom maneuvered the many switchbacks to the top of Lookout Mountain. Although, Folsom executed his drive skillfully & smoothly Willie's stomach did not have the same opinion, and she turned a sickly green pallor. Willie's wooziness and unsteadiness of feet must be credited to the layout. At the top of the steep, incline Folsom patiently walked Willie around in the Park stopping for photo's, however the day was hazy limiting a view.

